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Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General
Post Office in the United Kingdom.

Hongkong Daily Press, Ltd.

N. LAZARUS
OPTICIAN
13, Queen's Road Central

No. 22675. 號伍拾柒佰陸仟貳萬式第 日拾初月貳年未辛 HONG KONG, SATURDAY, MARCH 28, 1931. 陸拜禮 日捌廿月叁年壹卅佰玖仟壹英 Price (Single Copy, 10 cts. Per Month. \$3.)

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DIARY OF LOCAL EVENTS.

Tuesday,
(March 28.)

Annual Lenten Sermons at Catholic Cathedral, 6 p.m.
Queen's College Athletic Sports, College Ground, Causeway Bay, 12 noon.

Argyll & Sutherland Highlanders Athletic Sports, Sookunpoo, 1.30 p.m.

Lammert's Auction of Household Furniture, 4, Wing Lok Bldg, 10.30 a.m.

Cricket.—Division I.: H.K.C.C. v. Craighower (L.), Kowloon C.C. v. University (L.), Division II.: Craighower v. Royal Engineers (L.), Civil Service v. University (L.).

Football.—First Division: Police v. Chinese, Royal Artillery v. Kowloon Club v. Navy, South Wales Borderers v. Recruit, South China v. Highlanders.

Hockey.—Clerk Cup: Recruit v. Hong Kong Ladies, Kowloon Club v. Navy, South Wales Borderers v. Recruit, South China v. Highlanders.

Lugard Hall (The University): Annual Dance.
Craighower C.C.: Final Dance of the Season, 9 p.m.

Queen's Theatre: "Madame Satan."

World Theatre: "Home of Terror" (Chinese film).

Star Theatre: "Swim Girl" (Chinese film).

Central Theatre: "The Cohens and Kellys in Africa."

Majestic Theatre: "His Captive Woman."

China Circus, Praya East Reclamation, 8.30 p.m.

Europe and Suez (Rawalpindi), 10.30 a.m.

Sunday,
(March 29.)

Palm Sunday.
Chinese National Holiday (72 Martyrs) Customs Holiday.

Special Service: St. John's Cathedral, "The Completion of Christ," by Rev. H. V. Koop, 11 a.m.

"Is Jesus Divine," by the Dean, 4 p.m.

Queen's Theatre: "Cohens and Kellys in Scotland."

World Theatre: "Monte Carlo."

Star Theatre: "Love Lorn."

Central Theatre: "The Man I Love."

China Circus, Praya East Reclamation, 8.30 p.m.

Monday,
(March 30.)

Annual Meeting, H.K. & Whampoa Dock Co., Queen's Bldg., noon.

Crown Land Sales, 11 a.m.

Annual Inspection of Police Force by H.E. the Governor, Police Headquarters Compound, 3 p.m.

Queen's Theatre: "Cohens and Kellys in Scotland."

World Theatre: "Monte Carlo."

Star Theatre: "Love Lorn."

Central Theatre: "The Man I Love."

China Circus, Praya East Reclamation, 8.30 p.m.

CHINA'S CLASSICAL SYSTEM.

III.—THE OLD LEARNING AND THE NEW IDEALS.

MODERN AND OLD SCHOOLS CONTRASTED.

Professor L. Forster, in the concluding section of his lecture at the University, on The New Curriculum in China and the Old Studies, said:—

But China is for the moment more concerned with acquiring a knowledge of the new and easier processes of earning its daily bread, than in gaining that old (Classical) knowledge by sweat and tears, which at best led to good behaviour, or made the ritual of life more important than the content of the substance. Anything therefore which is an obstacle to the matter in hand must be ruthlessly swept aside. If the normal life is too short even to obtain that mastery of the language which the old system required, then there is something obviously wrong either with the system of learning or with the learning itself.

Both are now suspect. It is complained that the modern Chinese pupil either plays or sleeps while supposed to be studying his own classics, and is more resistant to their influence to-day than he is to modern subjects. It may, of course be due to the contrast in styles,—the West with vitality, variety, and emphasis on the rational processes and on the concrete, and the East with its emphasis on memorising and the repetition of abstract doctrines, but on the other hand it may be due to that most fatal of all obstacles to learning—a loss of faith in the value, and utility of the study.

Inadequacy of the Old Studies. Nothing could be more detrimental to a youth's intellectual development than to expose him to these two contrasting methods in the course of one day. The inadequacy of the old studies is obvious to the Chinese student because politically the country has on the whole ceased to be governed by the principles which it was the business

of old learning to inculcate, and, again, while economically the country is being revolutionised, the old learning has little or nothing to contribute directly to industrial progress. As this is vaguely realised by those who are ordered to submit to the old classics, the zest has gone, and the students' mental vitality is sapped, for position and power—those two grand stimulants to learning are no longer reserved for the classical scholar, but for those who are acquainted with the newer knowledge. Though few can gain such position and power, there are thousands who hope to do so, and they are anxious, therefore, to acquire such knowledge as will enable them to play their part if not in the higher offices then in the minor ones, in the political and economic life of the country, as newly constituted. Is the old classical system dead then beyond recovery, or can it be resurrected, can the dry bones of the old scholarship be made to live? Can they be clothed with a new flesh and inspired with the breath of new life? Was the content of the old classics of fundamental importance in the social life, or was it the laborious road that had to be trodden, that was the chief factor in forming the character and intellect of the scholar? Can the moral code be effectively impressed by a less arduous process? Was there within the language some intrinsic beauty that revealed itself only to those who devoted a whole life time to the study?

Was it mere accident that made the poet and the artist one and the same person or was it the training involved in acquiring the language that gave mastery of the technique of the brush as well as control over language for poetic composition? For Giles in his history of Chinese literature tells us that the two artistic powers were usually combined. Did the early memorising of the classics without understanding bear fruit in after life, when the meaning began to dawn on the individual? On the answer to these questions will depend the attitude that will finally be adopted towards the old classics.

(Continued on Page 4.)

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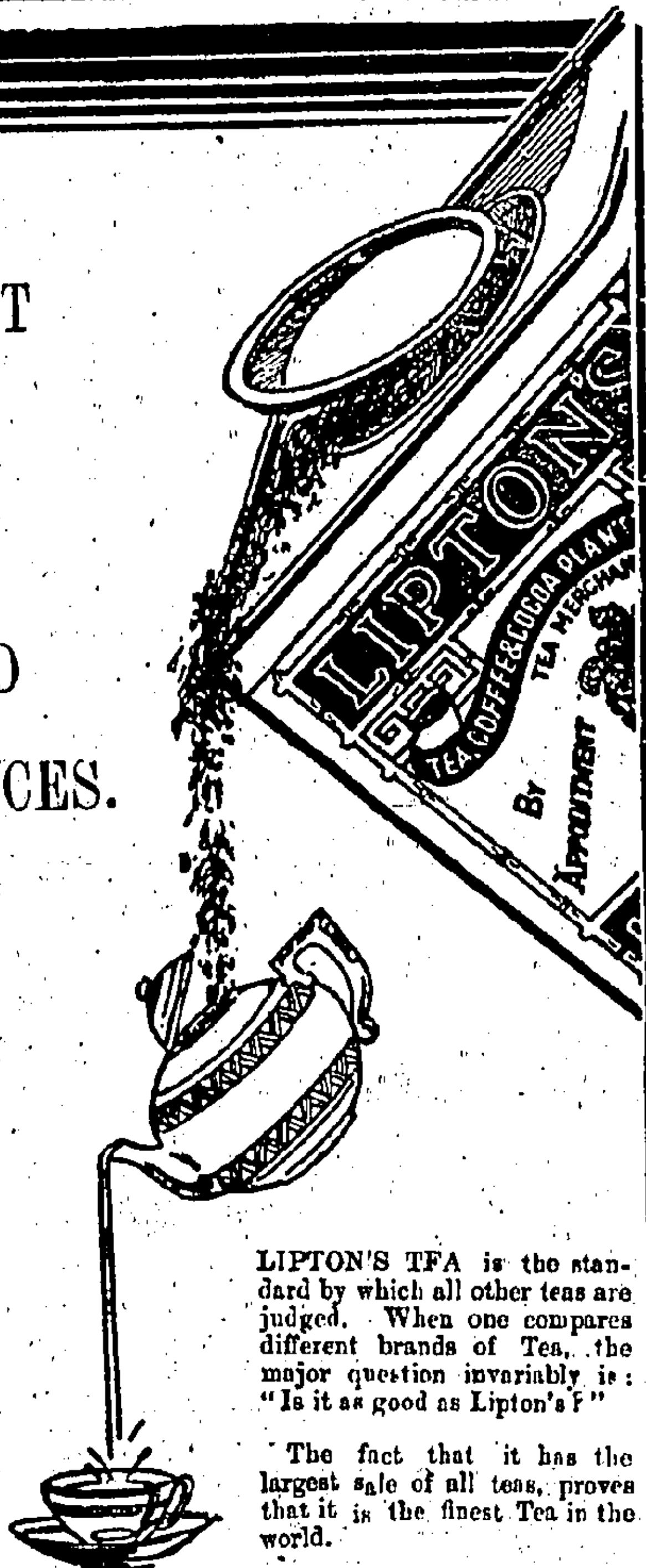


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ENGINEERING AND BUILDING

SHIPBUILDING AND DOCKS IN SOUTH CHINA.

SCOPE FOR COASTAL AND RIVER TRADE.

[BY A HONG KONG CORRESPONDENT.]

"Shipping is the life-blood of the Colony" is a statement that has been made frequently and the truth of which is apparent even to the new comer.

What is not so obvious is that there are many thousands of men employed in Hong Kong and Kowloon in connection with ship-repairing and shipbuilding.

Everyone soon becomes aware of the well-equipped establishments known as the Hong Kong & Whampoa Dock Co., Ltd., and the Taikoo Dockyard & Engineering Co., Ltd.

Many people, also, have heard of the shipyard of Messrs. W. S. Bailey, Ltd. There is, in addition, the Royal Naval Dockyard, employing many thousands of workers whose wages are paid by the British tax-payer, but whose spending must ultimately benefit the Colony.

What is not so apparent is the large number of Chinese yards where ship-repairs, etc., are undertaken.

In many of these places the equipment is crude and the scientific knowledge shown is negligible. Yet it must be confessed that for sheer ingenuity displayed it would be hard to find better examples.

The Engines Used.

In the past ocean-going steamers have been built in Hong Kong and such work is welcomed. There is any amount of scope for steamers and oil driven vessels, not only on the China Coast, but on the inland waters of the country. There is no reason why Hong Kong shipyards should not supply the vessels needed.

Not only have steam engines been built in the shipyards of Hong Kong, but there is the necessary skill and equipment for Diesel and other oil engines. It would appear that these facts ought to be mentioned in Chinese official circles more frequently.

Waterways of China.

From time immemorial the waterways of China have provided transport facilities. The Grand Canal was, in its day, a great triumph of engineering work.

However efficient the railways, however excellent the roads, the great waterways and the extended coast line of China will always attract transport of goods and of people.

The immediate problem is the mechanisation of this system. The motor boat, the river steamer and the ocean-going turbine driven vessel, will do the work efficiently. In 1917 there were registered 2,657 steam vessels for inland water navigation in China. Canton headed the list with 903 and Shanghai had 617. Each year the number of power driven boats on the inland waters increases. The size and number of the big ships on the Pacific grows. Hong Kong can build any vessels required on the inland waters of China or on the China Coast.

The Huge Cunarder.

It must be admitted that, from a shipbuilder's point of view, the past year does not present a very cheerful picture of engineering activities. Almost everywhere all over the world there was declining production and a tremendous struggle to find markets even for the reduced output; shipbuilding figures show that the work in hand in Britain at the end of the year was considerably less than at the beginning, although that latter tonnage included the giant new Cunarder of 73,000 tons laid down on the Clyde. It is worth noting that the National Shipbuilding Security, formed in Britain last year, closed

33 berths. Warship construction has diminished which has had its reaction in the shipyards of Britain. Hong Kong offers facilities for docking the largest vessels on the Pacific as well as for carrying out all necessary repairs.

In this connection it is worth mentioning that the ships of the United States never have any repairs made in our local shipyards, except those absolutely essential for taking them to sea. All of the routine repairs are done in the U.S.A.

Shipbuilding (and ship-repairing) is one of the most important industries in the Colony. Here are waiting well organised establishments ready to carry out work of almost any description. For the sake of the general prosperity of the Colony it is to be hoped that they will soon be as busy as in those prosperous times of ten or twelve years ago.

There is, perhaps, no more wonderful creation of man than the modern ocean liner. Merchandise, men and mails are carried from London to Hong Kong with a certainty and punctuality that would seem incredible if we think over the problem involved. Like some astounding living intelligent animal, possessed of an uncanny instinct, the huge ship moves across the seas, giving to these with imagination the illusion of life.

Economic Difficulties.

The real trouble to-day is the world-wide depression. In the past bad trade was caused by bad harvests and scarcity. To-day—paradoxically—it is the general excess that is the trouble.

Markets cannot be found for the sugar, rubber, cotton, silk, metal, and engineering goods. The heavy fall in values has meant a drying up of business with disastrous effects on the rest of the world. These things have gravely affected shipbuilding, ship-repairing and the engineering industries.

The shipbuilders in Britain have met their difficulties by a new move—rationalisation. The National Shipbuilder's Security, Ltd., is a company formed to help the whole of the industry in Britain and to meet foreign competition.

Among the ships launched in 1930 were the motor vessel Britannic (27,000 tons) and the turbine driven Empress of Japan, so much admired in Hong Kong. This ship is said to offer the passenger of to-day three times as much space as her predecessor of the same name. She offers ever so much more luxury.

The Empress of Britain (42,000 tons) is being finished at Clydebank. It is obvious that the Canadian Pacific Steamship people mean to serve their clients well. They are easily maintaining their fine reputation as a most efficient and up-to-date organisation.

The advent of new large ships on the Pacific finds the Hong Kong shipyards well equipped for all repairs. We sincerely hope that they will find plenty of work to keep the establishments busy.

LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

NEW BOOSTER CONTROL-GEAR.

DEVELOPMENT FOR SHIPS' AUXILIARIES.

[BY A LONDON CORRESPONDENT.]

It is more or less common knowledge that an inherent disadvantage of electric driving for the deck auxiliaries of steamships and Diesel engine vessels, such as windlasses, warping winches, and capstans, has been a lack of flexibility as compared with steam drive.

The use of electricity for this purpose has of course many advantages, including convenience, ease of supplying power to any desired spot, and the elimination of a considerable amount of steam piping, with the troubles of leakage, expansion and contraction, and loss of heat by radiation, and originally came into extensive use because of the Diesel vessel, only equipped with auxiliary steam, mainly for heating.

Now, however, the trouble of insufficient flexibility has been eliminated in practical fashion by the new "Booster Control" system for deck auxiliaries recently introduced by Clarke Chapman & Co., Ltd., of Gateshead-on-Tyne, being a special form of modified "Ward-Leonard" control which is much less in capital cost. This is claimed, with every justification, to give with electric driving a degree of flexibility absolutely equal to steam in the operation of windlasses, warping winches, and capstans, as proved by the experience that has now been obtained with a considerable number of installations on the vessels of different steamship companies. Also, the general principle is of great interest for general application on land.

The entire operation is carried out by a simple hand wheel, which enables complete control of pull and speed to be obtained, from the slowest creep to the maximum speed, quite irrespective of the degree of the pull on the cable or rope. Also stalling is easily obtained on overload, and the whole equipment is just as fool-proof as the ordinary steam drive.

The basic principle consists in using a small electric motor-generator in the place of the ordinary starter or controller, which alters the voltage of the electricity supply to the main driving motor. This latter is coupled in the usual manner on the lines of the ordinary contractor controller, but because of the variable voltage supply any speed or pull can be obtained according to this voltage. Power is taken direct from the ship's mains, but the effect of the small motor generator, which is also of course itself driven from the mains, is either to boost up or reduce the voltage actually delivered to the driving motor, within the wide range of zero to double the line voltage. Also special windings on the driving motor, as well as the motor generator, are included for protection, these windings providing automatic stalling in the case of overload.

The same results are obtained as with the complicated "Ward-Leonard" electric control, but it is claimed with the added important advantage of simplicity and small amount of room, as well as much lower capital cost.

Some of the other points also in connection with this "Clarke Chapman" control are that a heavy pull can be maintained as long as required, with a very low power consumption, the latter is proportional to the actual work done and not to the torque or load irrespective of the speed, and regenerative control is available in the case of winches when lowering load, under which circumstances the current generated is returned to the mains.

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Ripe PINEAPPLE—fresh from the field. GOLD BAR Pineapple brings you Hawaii's choicest fruit, ready to serve whenever you want it, in the finest form you can get it.



You'll like GOLD BAR Tomatoes for their delicious flavour, too! Picked for you at the moment of perfection and packed with all their natural goodness and flavour under the guarantee of the GOLD BAR label.



Have GAGE PLUMS whenever you want them. And such delicious plums, too! Picked for you at the moment of perfection and packed with all their natural goodness and flavour under the guarantee of the GOLD BAR label.

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EAST AND WEST.

THE SHIP OF THE YEAR.

The twin screw passenger liner Empress of Japan, built for the Canadian Pacific Steamships, Ltd., has been acclaimed the "Ship of the Year" for 1930. This mammoth vessel, which was launched in August last, has a gross tonnage of just over 23,000 tons. The aim of the designers was for a service speed of 21 knots with a 23 knot trial speed; and it is understood that this has surpassed all expectations.

The electrical equipment and lighting throughout the ship has been designed on very elaborate and efficient lines, and since more than 11,000 Osram lamps are employed in the scheme it is clear that the Empress of Japan is lighted throughout in a very effective manner.

The comprehensive fire alarm system installed throughout the ship is of G.E.C. design and two types are employed. One is manual and is operated by the breaking of a glass and the operation of a push; the other, which is installed in the baggage rooms, is automatic and is worked by means of thermostatic controls.

TWO DESTROYERS FOR CANADA.

The launch of the Skeena, the second of the Torpedo Boat Destroyers under construction for the Canadian Government, which took place in October, was an event of considerable importance in Empire naval circles. The order for the Skeena and her sister ship the Squamish was placed with John I. Thornycroft & Co., Ltd., and both vessels will be equipped with Thornycroft water tube boilers and single reduction gear turbines developing about 34,000 S.H.P.

These new destroyers are being built under the supervision of the British Admiralty and a Canadian Government overseer. They will resemble the British "Acasta" class of destroyers, but will possess special modifications to make them suitable for Canadian waters. These include the provision of heavier scantlings and the ability to withstand an accumulation of ice; while special heating systems for the maintenance of a reasonable temperature in arctic conditions will be provided.

MINING MACHINERY.

The mining industry of Canada provides an important part of the business conducted from the Montreal Branch of Edgar Allen & Co., Ore crushing and lime slaking machines, automatic measurers or scales, dryers, dredge buckets and parts, as well as drill steel are among the many products of this Sheffield firm required by mine owners and operators.

It has been found necessary, owing to their steadily increasing business in Canada, to carry a larger stock and a wider range of steels, so that larger and more suitable quarters have had to be taken over in Montreal. The new warehouse consists of three floors and a basement fronting on McGill Street, with a shipping door on Grey Nuns Street, and will provide the company with much better facilities for the storage, handling and shipping of their products.

A THRIVING INDUSTRY.

Some idea of the growth of the electrical industry during the past 20 years or so may be gathered by a study of the output figures of leading firms who manufacture electrical equipment. Take, for instance, the works at Prescott owned by British Insulated Cables, Ltd. Enamelled wire has been made at these works for over 25 years, and the length of a month's output at the present rate is more than twice the circumference of the earth.

Enamelled wires are, of course, mainly used for fine windings where space is important, as in telephone and wireless apparatus, small motor field coils, magnet coils, etc.; and, even when allowances are made for the increased demand of wireless and telephone instruments, an output of something like 10,000 miles of wire per month seems to be a somewhat staggering figure.

THE MOST DURABLE PAINT.

There are few paints more durable, and consequently more valuable from the point of view of the preservation of steel, than those

made from graphite. Pure graphite is, however, not entirely suitable for this purpose, in fact it is necessary that a considerable proportion of silica should be contained in its composition, for it is silica-graphite that possesses this quality of durability.

The property of this paint, as Dinnell, Spence & Co. explain, is due to the fact that, when silica-graphite is ground in oil and then applied, it dries with a smooth and slippery surface from which the water readily runs off. Water, in the form of rain, is one of the chief causes of the destruction of paint, and it follows, therefore, that, when the water merely rolls off the painted surface, the life of the paint film, and consequently of the object coated, is considerably prolonged.

LONDON'S NEW BUILDINGS.

The speed with which new buildings are erected in London never fails to surprise the onlooker; and few more so than Londoners themselves. The Dorchester Hotel in Park Lane, for instance, which is rising on the site originally occupied by Dorchester House, is being erected with remarkable rapidity. It has risen at the rate of almost a floor a week, and the construction has been done without any of the noise and clanging usually so inseparable from the erection of modern steel buildings.

WELDED BEDPLATES.

Electric arc welding is now rapidly superseding a number of structural methods for which a few years ago this process would not have been considered suitable. The manufacture of bedplates for portable and semi-portable machines may be cited as a case in point. Previously a large majority of such bedplates were made from cast iron or riveted steel and elaborate designs and heavy sections were utilised in order to obtain the necessary strength and rigidity.

Now, however, bedplates are being constructed from rolled mild steel sections of various kinds welded together to produce the desired strength and rigidity with the minimum of weight and labour. Alloy Welding Processes, Ltd. point out that the welded bedplate possesses many advantages over the cast iron type, not the least of these being that it is much less liable to become damaged.

AGRICULTURAL IMPLEMENTS FOR OVERSEAS.

A large selection of ploughs and implements for the Argentine, and also numerous types which meet the requirements of the other agricultural countries of South America, will be shown by Messrs. Ransomes, Sims & Jefferies at the Buenos Aires Exhibition.

For many years this Ipswich firm has paid special attention to disc ploughs and on this occasion they will be showing no less than twelve of these instruments. The best known in the Argentine is their "Hussar K.G." a 6-furrow plough which enjoys a very high reputation for reliability and first class work.

Similar ploughs, cutting 4 and 8 furrows, and suitable for small and large tractors respectively, will also be on view. For the most strenuous work the plough to employ is the "Dragon," which is of similar but heavier construction, and the 6-furrow size of this, together with 4 of Ransomes' Disc ploughs for animal draught, will also be exhibited.

HAIHO CONSERVANCY SCHEME.

An interesting visitor in Shanghai at the present time is Mr. T. Pincoine, the late Engineer-in-Chief of the Haiho Conservancy Board, who is passing through this port on his return to Tientsin on personal business. Pincoine's arrival in Shanghai is of extreme interest, especially in view of the condemnation of the new deep channel scheme across the Taku Bar which was drawn up by Mr. Perrier and was to have been carried out by Mr. Pincoine. The decision to abandon the scheme was taken during Mr. Pincoine's absence because one and a million tons would be needed for the construction of dykes across the Taku Bar. Accordingly, it is understood, Mr. Pincoine resigned. —Shipping & Engineering.

RAILWAYS IN THE FAR EAST.

DIESEL LOCOS BEING INTRODUCED.

The competition between road and rail transport which is causing much pessimism over the future of railways in America and Europe has also been instrumental in decreasing the revenues of many Far Eastern railways. The "Tin-Lizzie" or rattle-trap jitney that a few years ago carried its two, three or four passengers to work for a nickel, has grown to be a giant capable of carrying forty passengers, while trucks are becoming like locomotives with six or even eight wheels, travelling at 30 to 40 miles an hour, taking the traffic of whole districts away from the railroads at rates the latter can never meet, because of their capital investment. Auto-stages ply the highways from the Atlantic to the Pacific and we now have the luxurious night coach fitted with beds, lavatories and all the conveniences and comforts of Pullman travel, competing with the railway for long distance traffic. The railways create their own right of way and are subjected to strict governmental supervision and regulation as to rates, profits and service. Anybody can buy an automobile, bus or truck, start in business as a common carrier in competition with the railway under what is equivalent to a government subsidy providing him with a free right of way, roadbed and free maintenance. The railways which contribute a goodly share of national or state taxation actually help to subsidize this competing transportation system. Trucks and buses can pick up passengers and freight at any rate at any hour of the day and for any destination. There is no governmental obligation to maintain fixed rates or schedules or adhere to certain standards of service. The unfairness of the system is compelling railway executives in America to advocate that operators of road transport should bear a just share of the capital charge for the creation of their right of way and its maintenance by the state, and conform to the same regulations applied to the railways, in order to equalize the costs of road and rail transportation and do away with what constitutes an indirect subsidy.

Especially is this true in countries like the Malay Peninsula, the Philippines and Japan, where the government has carried on for years a programme of highway construction, in many instances practically paralleling the railway lines. Wherever this happens, the railway revenues suffer even when the rates are actually lower than the buses or lorries.

The Diesel.

This intense competition has compelled the railways to adopt every device that will tend to lower the costs of operation, and as a result, the Diesel locomotive, Diesel electric locomotive, steamcars, rail motor cars, and even regulation automobile buses fitted with steel wheels have been adopted on various lines. In this new power development, on Asiatic Railways the Diesel electric locomotive has many qualities which opens for it an extensive use in certain regions. The Indian State Railways, Japanese Government Railways, Siam State Railways, and the South Manchurian System have purchased these types of locomotives from various European makers, in order to meet operating conditions peculiar to each line.

The improvement effected in the design of Diesel engines during recent years and their reliability, as demonstrated under conditions of heavy duty, have opened up many possibilities for the employment of such units as a service of power

in place of steam on locomotives. The incentive to seek an alternative to the steam locomotive is considerable, especially in localities where water is scarce or bad or where coal is expensive or of poor quality or where special conditions in terminal yards or for wharf use, call for absence of smoke, noise and danger of fires. Even where these conditions do not obtain to any extent, the normal maintenance and stand by charges of steam locomotives are sufficiently heavy to induce those responsible for their operation to investigate an alternative which shows itself likely to reduce these costs. The Diesel locomotive has a primary advantage in the high thermal efficiency of its prime mover. It has been found that its fuel consumption under average conditions is about one sixth that of a coal-fired steam locomotive, so that with fuel oil at three times the price of locomotive coal, the fuel cost is halved. Furthermore, the Diesel locomotive incurs no stand by charges, as the engine may be shut-down whenever the locomotive is out of operation, even though this be only for a five minute halt at a station.

Advantages.

There is no fire box or boiler demanding regular attention and periodical repair. Moreover, fuel oil is more easily transported than coal, while a great advantage is that the Diesel locomotive can be prepared for service in a minute or two, whereas some considerable time must elapse before a steam locomotive is ready for duty. The Indian State Railway authorities seeking an alternative to the steam locomotive in districts where water is scarce or bad and coal expensive or of poor quality are now investigating the Diesel electric engine in order to reduce these costs and inconveniences.

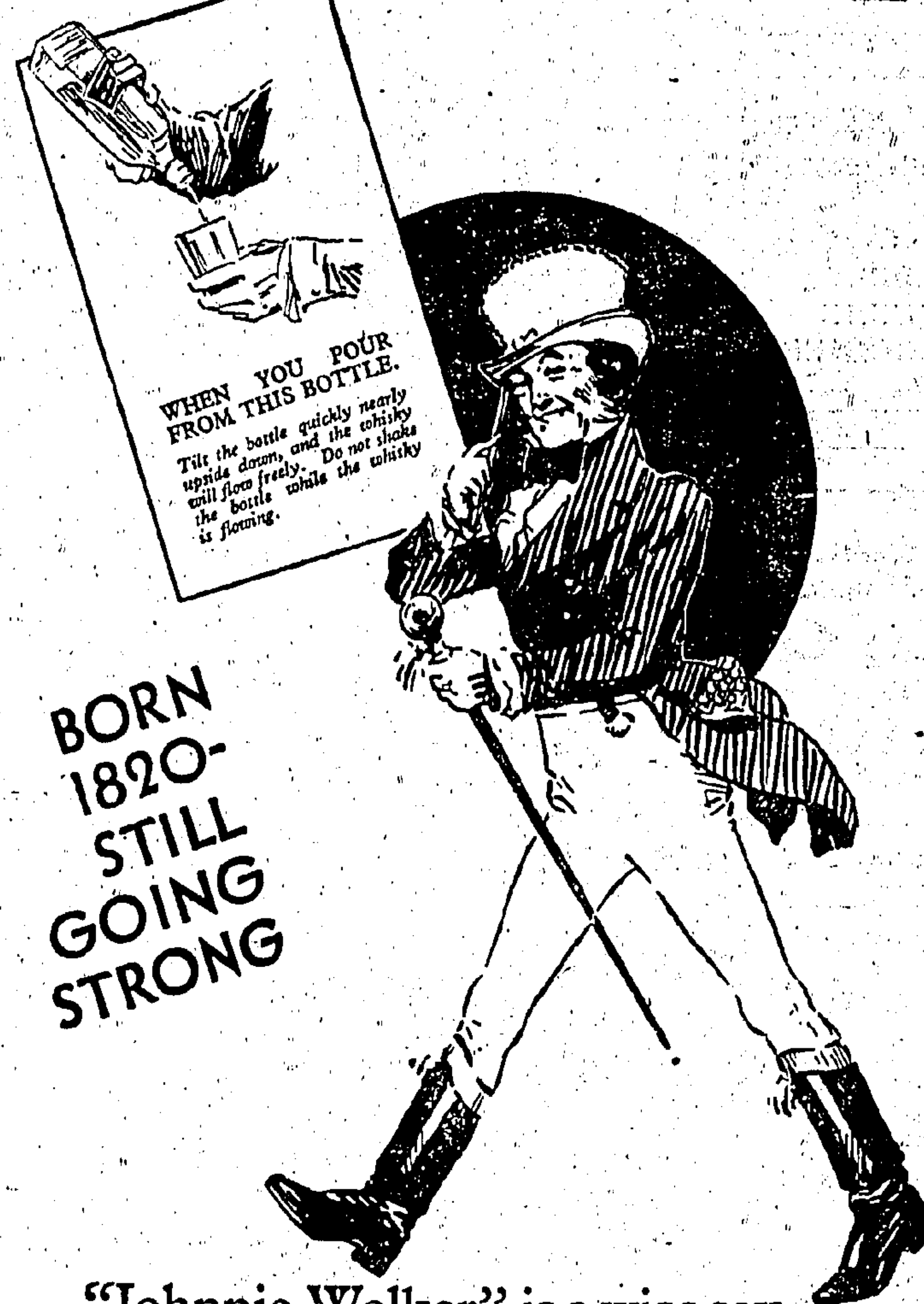
Diesel Electric Locomotives for India.

The General Electric Company, Ltd., of England, recently completed the trials of two Diesel electric locomotives for duty on short runs in the main and branch lines of the Northwestern Railway of India where they are to meet the steadily increasing competition from road transport. These locomotives are equipped with a high speed type six cylinder Diesel engine built by William Beardmore & Co., Ltd. These engines with a cylinder bore of 8½ inches and a stroke of 12 inches, develop 350 h.p. The electrical equipment is constructed in accordance with the Oerlikon system.

Diesel Electric Locomotives for Siam.

The Siam State Railways, because of the lack of coal in the country, the necessity of firing most of its steam locomotives with wood over long distance runs with frequent changes of locomotives, investigated various methods of improving its service and reducing operating costs. Complete electrification was considered, but had to be rejected as too expensive. Two straight-Diesel-motor-gauge locomotives were ordered in 1927 from the Swiss Locomotive and Machine Works, for shunting and local small train service in connection with the scheme for electrification of the near traffic. Their capacity is 200 h.p. with oil operated mechanical transmission gear. In their trial tests over the Rhetian Railway in Switzerland before shipment, an extremely low fuel consumption was recorded and since they have been in active operation in Siam, this low record has been maintained. The Siam State Railway last annual report states that "although it is too early to testify as to cost of upkeep, it is not anticipated that this will in any way exceed the normal maintenance cost of steam locomotives."

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By GLUYAS WILLIAMS

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CHINA'S CLASSICAL
SYSTEM.

(Continued from Page 1.)

The Classics Will Be Re-discovered!
In whatever part of the country
one goes, among the university
people—whether it be in Peking,
Foochow, Amoy, or Yunnan, there
is always the same view that there
will be a rediscovery of the
classics and this will come about
by the application of the method of
western scientific criticism to their
contents. It is not the elimination
of the classics that is demanded
so much as a revision of the
methods of study, and the abandon-
ment of that feeling of religious awe
with which they have hitherto been
approached.

The disavowal into which they have
fallen is due to the refusal of those
in authority to share the throne
of culture with any competitor, and
the consequent backwardness of
the national educational standards
as revealed by comparisons with
the west, which divided its loyalties
many years ago, between the humane
studies and the mundane, and so
advanced rapidly along the road to
material prosperity.

It is probable then that a new
group of scholars will eventually
emerge in the Universities and
devote itself to Chinese studies not
with a view to securing public
appointments, but out of pure love
of learning. It is to such a group
that the art of the old learning will
be entrusted; but they will bring
to bear on their task a different
mental equipment from that of the
old Hanlin scholar, for they will
be imbued with a new spirit and
armed with new weapons and in-
struments of precision for research.

New Methods of Teaching.

It would seem at first sight more
arrogance and presumption to ex-
press doubt about the method of
teaching the Chinese language or
to suggest it might be modified. It
would be natural to suppose that
after six thousand years of expe-
rience the very best methods of
teaching would be arrived at as a
result of the ordinary process of
trial and error and that Dr. John-
son's assertion would be correct as
applied to Chinese educational
methods, namely, that there was
nothing new to be said about
education, the subject having been
exhausted and the last word said
upon it hundreds of years ago.

Yet it may be that this is not the
truth. He would be a very rash
educationalist who denied that there
had been any great advances in
technique in Europe during the
past hundred years.

The urgent claims of the new
subjects are forcing the revision of
methods and a reconsideration of
the curriculum, but the success of
the new scheme depends almost en-
tirely upon the training and prepa-
ration of the teacher. No pro-
gress, a scholar in Canton informed
me, can be hoped for with the old
vernacular master. His exclusive
attention to the old learning puts
him out of sympathy with the new,
and above all his faith in the value
of his work is undermined by the
obvious movement away from his
mode of thought, which he sees
going on around him. There is no
more tragic or pathetic figure to
the modern Chinese teacher in Can-
ton than the old vernacular master
performing the rites and ceremonies
of the past among an irreverent
and sceptical world of the present.

The old learning must be preserved,
but it can never again occupy the
prominent position of authority it held
in the past.

(To be Continued.)

EXPEDITION TO NORTH-
WEST.NANKING TO FINANCE BIG
SURVEY.

Nanking, March 21.—A North-
Western Scientific Exploration Expe-
dition is to be organized and de-
patched to the North-western Pro-
vinces by the Central Government.

Upon the proposal of President
Chiang Kai Shek, the National
Government Council adopted at
yesterday's regular meeting a re-
solution providing that the Govern-
ment should immediately instruct
the various cultural organizations
throughout the country to select
expert members for the organiza-
tion of a North-West Scientific
Expedition, to make geographical,
geological, biological, archaeological
studies in the vast north-western
regions of the country. The neces-
sary expenses will be appropriated
from the Central Treasury. The
resolution also fixed four years as
the period for the work of the expe-
dition.

Messrs. Tai Chi Tuo and Tai
Yuen Pei were entrusted with the
task of devising detailed measures
for the carrying out of the resolu-
tion.

BAYREUTH FESTIVAL
RECORDS.

THE TANHAUSER SERIES.

The Columbia Company's record-
ing of the recent Bayreuth Festival's
production of Wagner's "Tanhauser"
is one of the triumphs of the gram-
ophone. By the courtesy of the
Anderson Music Company I was
able to play through the first album
of seven double-sided records, and
sitting quietly at home I was car-
ried in imagination, not to any
theatre, with stout singers and
plaster scenery, but to the dark
forests of medieval Germany, the
setting for Wagner's immense
drama of the last struggle of dying
paganism. "Tanhauser" is more
even than a representation of the
clash of pagan and Christian ideals,
the opera being a symbol of an
eternal turmoil in men's hearts.
Tanhauser is not a human in-
dividual, but an aspect of "Every-
man."

The story tells of Tanhauser, the
brilliant troubadour who is lured
into the mountain cavern where
Venus and her court still hold their
revels. Tanhauser when he tires
of the monotonous delights of the
Venusberg, and escapes to join his
old comrades, at first conceals the
story of his adventures, for to enter
the Venusberg is of all medieval
crimes the greatest. But in a tour-
nament of song, the prize being
the hand of Elizabeth, his former
sweetheart, Tanhauser cannot re-
frain from boasting of his conquest
of the Goddess of Love. His life
is spared only on the pleading of
Elizabeth, and he makes the pil-
grimage to Rome to seek for papal
absolution.

But the Pope declares:—
"Not till this dead staff blossoms."
Shall you find salvation."

Tanhauser in despair seeks again
the Venusberg, and in a scene of
immeasurable terror, one of his
comrades holds him back against
the luring of Venus. In the finale
the Pope's staff, now white with
blossom, is placed in the hands of
the dying Tanhauser.

The theme is really beyond stage
representation. Except, perhaps at
the Bayreuth festival, the ridiculous
again and again obtrudes. But
when music alone is the medium
of expression, and the actors are
invisible, the full force of the
drama is apparent. That is where
a good gramophone scores. The
opening bars of the overture,
low and solemn, grip the imagination.
It is held through the
diabolically fascinating jangle of
the Venusberg music, till the Pilgrim
chorus motif, represented by the
wind instruments, finally beats
down the snarling defiance of the
strings.

The chorus singing, and that of
Tanhauser, stands equal to the
orchestra. No mezzo-soprano has
yet done justice to the Venus
music as Wagner conceived it, but
naturally, the Bayreuth festival
singer does extremely well, especial-
ly in one of the softer passages.
The shepherd's song is exquisitely
rendered, and followed by the first
Pilgrim's chorus is the most enjoy-
able record of the series.

But the power of the representa-
tion is in having all the opera,
for one cannot grasp a work of the
magnitude of Tanhauser in snippets.
It is necessary to listen for a whole
evening and be carried deeper and
deeper into the labyrinth of
Wagner's immense work.

R.B.

BIG GRAMPHONE
COMBINE.H.M.V. MERGING WITH
COLUMBIA.

London, March 19.—"His Mas-
ter's Voice" Company, Limited,
and the Columbia Graphophone
Company have agreed to amalga-
mate subject to acceptance of the
scheme by the respective share-
holders.

A new company will be formed
to acquire the whole capital of
both companies on the basis of an
exchange of shares. The share
capital of the Columbia Grapho-
phone Company is nearly £3,000,000
and that of "His Master's Voice"
Company nearly £3,500,000.

An effect of the amalgamation
will be to make the Radio Corpora-
tion of America, by its interlocking
with the Columbia Graphophone
Company, dominant in the talking
machinery trade in Europe and
South America.

HONG KONG VOLUNTEER
DEFENCE CORPS.

(ORDERS BY LIEUT.-COL. L. G. BIRD,
D.S.O., O.B.E.)

Parades.

Corps Band.

1.—The Band, less recruits will
parade at the Music Room, City
Hall, on Monday, March 30, at 5.30
p.m. sharp for Band practice.

2.—All recruits should attend the
special recruits class arranged for
every Monday at Headquarters at
5.30 p.m.

3.—All the Band are asked to at-
tend the Band Meeting immediately
following the Band practice on
Monday, March 30, at the City
Hall.

4.—The Band will parade at Head-
quarters at 5.30 p.m. on Wednes-
day, April 1, for combined march
practice with the Pipes and Drums
in preparation for the G.O.C.'s in-
spection.

Battery.

1.—Parade: Tuesday March 31, in
Miniature Range at 5.30 p.m. Aim-
ing practice 5 p.m.

2.—Parade at 5.30 p.m. at Head-
quarters on Thursday, April 2,
practice parade for G.O.C.'s in-
spection, everybody is expected to at-
tend.

Engineer Company.

1.—Monday, March 29: Minia-
ture Range shoot, Headquarters,
5.30 p.m.

2.—Friday and Saturday, April 3
and 4: Corps Rifle Meeting.

3.—Tuesday, April 7: Uniform
practice parade for G.O.C.'s in-
spection, and Thursday, April 9, in-
spection.

4.—Saturday, April 21: Company
supper and prize distribution, see
notice sent to all members.

Corps Signals.

Parades will be held at Corps
Headquarters at 5.30 p.m. on Tues-
day, March 31.

Machine Gun Troop.

Parade at Causeway Bay Stables
on Tuesday, March 31, and Thurs-
day, April 2, at 5.30 p.m.

Armoured Car Company.

1.—Car Section: Parade on Mon-
day, March 30, at Headquarters at
5.15 p.m. driving instruction ride.

2.—Motor Cycle Section: Parade
on Monday, March 30, at Headquar-
ters at 5.15 p.m. for driving in-
struction ride.

Machine Gun Company.

1.—Parades: Tuesday, March 31,
at 5.30 p.m. at Headquarters in
multi. Machine Gun training under
Platoon arrangements.

2.—On Tuesday, March 31, No. 3
Platoon will proceed to Kennedy
Road Range for Musketry under
Lieut. J. R. Wright and Sergt-
Major Slattery.

3.—G.O.C.'s Inspection: The
date of the inspection has been
finally fixed for Thursday, April 9,
and the final practice of the Corps
will take place on Tuesday, April
7, in uniform, full particulars later.
All ranks must be present on these
dates, and must ensure that those
dates are kept free.

4.—Musketry: All those firing in
the Corps Rifle Meeting will be
given an opportunity for practice
on the Peak Range at 9 a.m. on
Sunday, March 29. Range Officer:
Lieut. E. G. Stewart. There will be
no further Company Rifle Club com-
petitions for this training season.

5.—M.G. Course Part II: Those
who have not yet fired M.G. Course
Part II. will be given a final op-
portunity of doing so Sunday, April
10. An earlier date, i.e., April 5
or 12, may be arranged for this.
Range Officer: Lieut. H. Owen-
Hughes. Launch leaves Queen's
Pier at 9 a.m. and Kowloon Police
Pier at 9.10 a.m. Uniform or multi
optional, but belts, pouches and
bayonets must be taken.

Scottish Company.

1.—Parades: Thursday, April 2,
at 5.30 p.m.

No. 7 Platoon at Headquarters
under Capt. H. B. Forey.
No. 8 Platoon at Kowloon Dock
under Lieut. G. Duncan,
M.B.E.

Armed drill, bells and frogs will be
worn.

2.—G.O.C.'s Inspection: All ranks
are asked to note the change of
date to this parade and to make
every effort to attend practice
parades before April 9.

There will be a combined prac-
tice for the Pipes and Drums and
the Band at 5.30 p.m. at Head-
quarters on Wednesday, April 1.

Portuguese Company.

1.—The attention of all ranks is
called to para. 2 of Corps Orders
of this week with reference to the
practice parade for the G.O.C.'s in-
spection.

There will be no parade for the
Company on Friday, April 3, this
day being a public holiday.

2.—Musketry: No. 12a Platoon
and Casuals will proceed to Stone-
cutters Range on Sunday, March
29. Details as issued last week.

Annual Inspection.
Memorandum No. 1.

(i.)—The Annual Inspection will
be carried out by the General
Officer Commanding the Troops in
China at 6 p.m. on Thursday, April
9, 1931, on the Murray Parade
ground.

(ii.)—A practice parade will be
held at the same time and place on
Tuesday, April 7.

(iii.)—The Corps will be formed
up in two sides of a square, one
side facing St. John's Cathedral and
the other facing Boncasfield
Terrace.

(iv.)—The Battery with guns and
teams, the Machine Gun Troop,
the Armoured Car Company, the
Medical Section and the Signal
Lorry will parade on Murray Parade
ground under the command of Major
H. B. L. Dowbiggin.

(v.)—The remainder of the Corps
will parade at Headquarters and
march down to the ground.
The following will be the order
of march:—

- 1.—Band and Pipes.
- 2.—Portuguese Company.
- 3.—Scottish Company.
- 4.—Colour Party.
- 5.—Machine Gun Company.
- 6.—Corps Signals.
- 7.—Engineer Company.

Leave.

No. 142a Pte. D. M. Macdougall,
No. 4 Platoon, returned from leave
on March 23, 1931.

No. 1094 Sergt. A. Urquhart, No.
2 Platoon, granted seven months' leave,
from March 20 to October 20,
1931.

No. 789 Pte. W. F. Kerr, No. 4
Platoon, granted 12 months' leave,
from March 20, 1931, to March 20,
1932.

No. 1593 L/Cpl. A. E. Arnold,
Machine Gun Troop, granted 12
months' leave, from March 22, 1931,
to March 22, 1932.

Command.
Second Lieutenant M. I. de Ville
will assume command of the Battery
vice Lieutenant L. F. Nicholson (on
leave) with effect from March 31.
W. H. G. GOATER,
Captain,
Adjutant, H.K.V.D.C.

A SURE WAY TO STOP
INDIGESTION.

Indigestion is such a common
ailment that many people regard
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realizing that unless checked it is
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stomach and may even cause
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prevents fermentation, and thus
the end of indigestion. Your chem-
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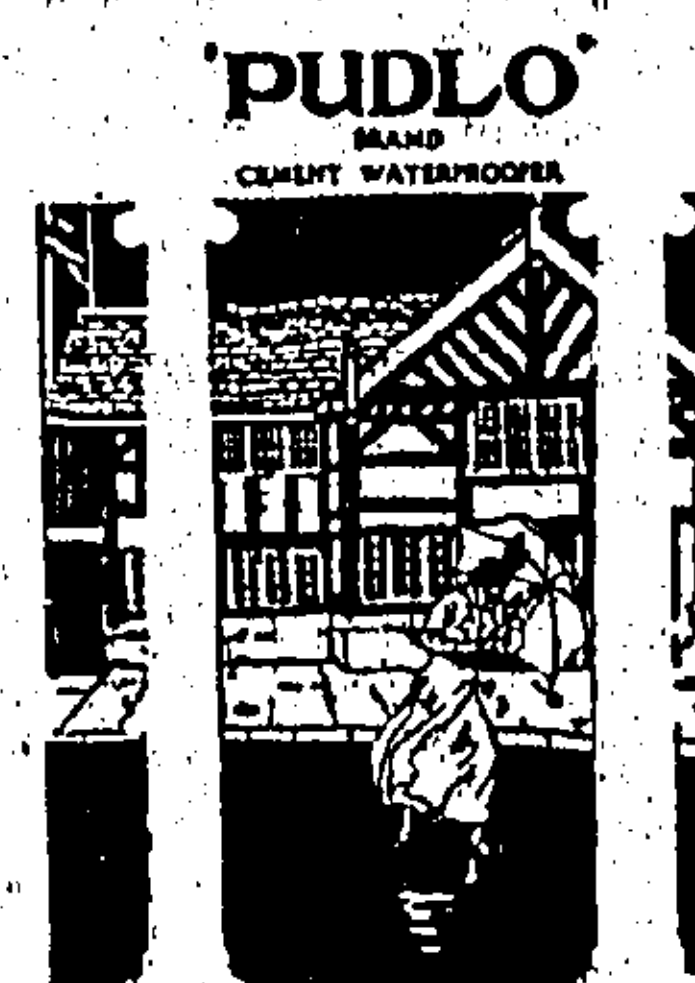
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slightest irritation and leaves the
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SONALITY OF A
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CENTRAL THEATRE

FINAL SHOWINGS TO-DAY

COHENS & KELLYS IN AFRICA



It's a hot time in Africa when Cohen and Kellys are turned loose in the jungle wilds. But it'll be a hotter time for you when you see their funniest picture yet.

George Sidney
Charlie Murray
Vera Gordon and
Kate Price



Showing To-morrow



THE MAN I LOVE

with MARY BRIAN
and RICHARD ARLEN

A Paramount Picture

Coming Soon

A GALAXY OF BRITISH STARS IN A BRITISH "TALKIE" PRODUCED IN A BRITISH STUDIO



ALF'S BUTTON

A Gaumont British All-Dialogue Production

Directed by W. K. LILLING
Featuring
TUBBY EDLIN, ALF CODDARD
NORA SWINBURNE, POLLY WARD
Based on W. A. DARLINGTON'S
Famous Farce Extravaganza

Bookings at Andersons and the Theatre (Tel. 25720).

MARTENOT'S ETHER WAVES

REMARKABLE DISPLAY AT STAR THEATRE

I have this evening attended an advance demonstration at the Star Theatre of M. Martenot's Ether Wave Instrument at which unfortunately only a few persons were present. What was seen and heard was so extraordinary and so really fascinating, that we came away with the feeling that we must do all in our power to assure the public of the interesting nature of the performance. There is a disposition in some quarters to be suspicious about this concert and to regard it as a type of radio demonstration. It is nothing of the kind. It is a demonstration of a unique invention which holds out boundless possibilities for the future of Music.

Shanghai's Enthusiasm.

The first concert in Shanghai was given to a half-filled hall; at the next there were many more people present; and at the final performance every seat was taken and people were standing in the passages. M. Martenot was pressed to give two additional concert-demonstrations, but this would have meant postponing the Hong Kong date. Those who come to hear M. Martenot to-day may look forward to a very enjoyable evening. A.M.B.S.

Mr. Martenot brought with him his patented instrument, which is styled "Music from the Ether," and the instrument resembles a small piano, but there the resemblance ends, for it produces music which might just as well come from a saxophone, an oboe or almost anything—except, of course, music, but music nevertheless. With it the inventor can produce the strains of an orchestra, a pipe organ, a shepherd's flute, even the human voice.

The instrument has a keyboard similar to a piano's, but the keys do not operate hammers against wires. They are connected with batteries and bulbs resembling the interior equipment of a radio receiving set.

Played in Various Ways.

Any one with the slightest knowledge of music can play the Martenot, according to the inventor, and those ignorant of music can learn to play it within a few weeks. The Martenot can be played in a variety of ways—by passing one finger along a wire suspended above the keyboard, or upon the keyboard itself, or from a distance by control of the wire.

The instrument is not merely a curiosity, says Mr. Martenot, nor is it intended primarily to imitate the sounds of other instruments; "but to provide new resources of expression of composer—resources hitherto unknown—and novel colour effects to enrich the orchestral palette. The instrument is not automatic, employing no such means as records or perforated rolls. The lumps are analogous to those used in radio initial electric vibrations with the aid of appropriate circuits.

Mr. Martenot, born in Paris thirty-three years ago, has been a concert pianist and cellist since boyhood. While a wireless instructor during the World War he noticed that the apparatus for generating waves enabled the production of strangely beautiful sounds, and that was the origin of his invention.

Mr. Martenot is accompanied by his sister, Ginette.

THE SILVER SCREEN.

CENTRAL THEATRE.

"COHENS AND KELLYS IN AFRICA."

Universal studios, which has given to the world such brilliant super-productions as "All Quiet on the Western Front" and "King of Jazz," has turned its attention to a new era of advancement in the production of comedy features.

"The Cohens and Kellys in Africa," which will be shown for the last time to-day at the Central Theatre, may be considered a real attainment in comedy screen-fare. Charlie Murray and George Sidney, two of America's outstanding comedians of both screen and stage fame, are featured in this photoplay which has received the same careful attention to detail as its two prize pictures of 1930. Neither money nor "time" has been spared to make "The Cohens and Kellys" the finest entertainment of its type. With an excellent cast of characters, huge and beautiful settings for the physical making of the picture, "The Cohens and Kellys in Africa" is in a class apart from usual film farces.

KING'S THEATRE

GRAND OPENING

ON

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De Luxe Seats, Special Audiphone Attachments, and perfect sound and screen vision.

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AN ERNST LUBITSCH PRODUCTION

MONTÉ CARLO

Jack Buchanan
Jeanette MacDonald
A Paramount Picture

The Lovely Heroine of

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The Handsome Hero of

"WAKE UP AND DREAM"

SHOWING DAILY AT

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THE SILVER SCREEN.

QUEEN'S THEATRE.

"MADAM SATAN."

"Madam Satan" which is showing at the Queen's Theatre, most certainly upholds Cecil B. De Mille's long sustained reputation of being a master in the realm of the exotic and unusual.

The M-G-M director's new comedy with music, his initial tuncful photoplay, by the way, touches upon almost every conceivable phase of entertainment. It treats of domestic discord. It has, splot and clever scenes in milady's boudoir. It takes you to a gorgeous masked ball aboard a Zeppelin, and finally brings you to the end of your seats as the airship tears loose from its mooring mast, and the guests jump for safety in parachutes.

The plot of "Madam Satan" is laid entirely amongst the people of "high society," wealthy enough to give and go to parties on Zeppelins, there to be attired as "Henry the Eighth," "Romeo," "The Call of the Wild," "The Spirit of Innocent Pride," or what have you. Bob and Angela Brooks are married, but Bob's eyes have strayed because Angela is a "too perfect wife." How Angela finally decides to fight for her love with the weapons other women use, provides the reason for the appearance at the Zep ball of the voluptuous, exotic, mysterious "Madam Satan."

"THE COHENS AND KELLYS IN SCOTLAND."

All the old favourites of Universal's famous "Cohens and Kellys" series are together again in "The Cohens and Kellys in Scotland," hilarious comedy coming to the Queen's Theatre to-morrow.

The famous quartette consists of George Sidney, Charlie Murray, Vera Gordon and Kate Price. All four played in "The Cohens and Kellys," the first picture of the highly successful series of which "The Cohens and Kellys in Scotland" is the fourth. The notable cast includes E. J. Ratcliffe, William Colvin and Lloyd Whitlock.

GOLD DIGGERS OF BROADWAY.

One of David Belasco's most successful stage plays, "The Gold Diggers," written by Avery Hopwood, and adapted by Robert Lord, is the Warner Bros. and Vitaphone 100 per cent, natural colour, singing, talking, dancing picture in technicolour, which comes to the Queen's Theatre on Tuesday under the title of "Gold Diggers of Broadway."

"Gold Diggers of Broadway" depicts a different side of Broadway's colourful show world, bringing to the screen the private lives of New York's chorus girls—the inside stuff on the "grime girls," as it were. The brilliant cast includes Nancy Welford, Conway Tearle, Winnie Lightner, Ann Pennington, Lilyan Tashman, William Bakewell, Nick Lucas, Helen Foster, Albert Gran and a dazzling beauty chorus of 100.

CENTRAL THEATRE.

"THE MAN I LOVE."

Love, its ups and downs, as Richard Arlen and the lovely Mary Brian portray it, is the theme of the Central Theatre's attraction for to-morrow, the all-talking picture, "The Man I Love." It is a super-romantic drama, directed by William A. Wellman, the man who made "Wings," "Legion of the Damned," "Ladies of the Mob" and "Beggars of Life." A strong cast handles the thoroughly human characters of the story.

Richard Arlen, who played opposite Clara Bow in "Ladies of the Mob," with Charles ("Buddy") Rogers in "Wings" and opposite Carroll in "Manhattan Cocktail," is here given a leading role opposite another popular favorite of the screen, the winsome Mary Brian.

Bachanov, the most talked of woman in Hollywood, as a result of her superb artistic characterizations, has a motivating role; Harry Green, the well-known vaudeville comedian, has an important comedy part and Jack Oakie, a graduate of the vaudeville stage and already a success in pictures, has the wisecracking part of a press agent.

The picture tells the story of an ambitious young man who decides to seek fame in New York. The home town girl to whom he is engaged follows him to the big city only to find that, through the interest of a wealthy society woman, he has made an instantaneous success, and drunk with popularity, has entered into a mad whirl of living. The active jealousy of a rival and the home-town girl's decision to leave him bring him to his senses. It is a picture filled with emotion, bubbling with humour and packed with thrills.

QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.00, 7.15 & 9.30



Cecil B. De Mille

crashes through the Sex and Silks of Society with the most daring of all Talkies—

MADAM SATAN

by Jeanie MacPherson

featuring
Kay Johnson
Reginald
Denny
Lillian Roth
Roland Young



NEXT CHANGE

Bigger!
Better!
Funnier!

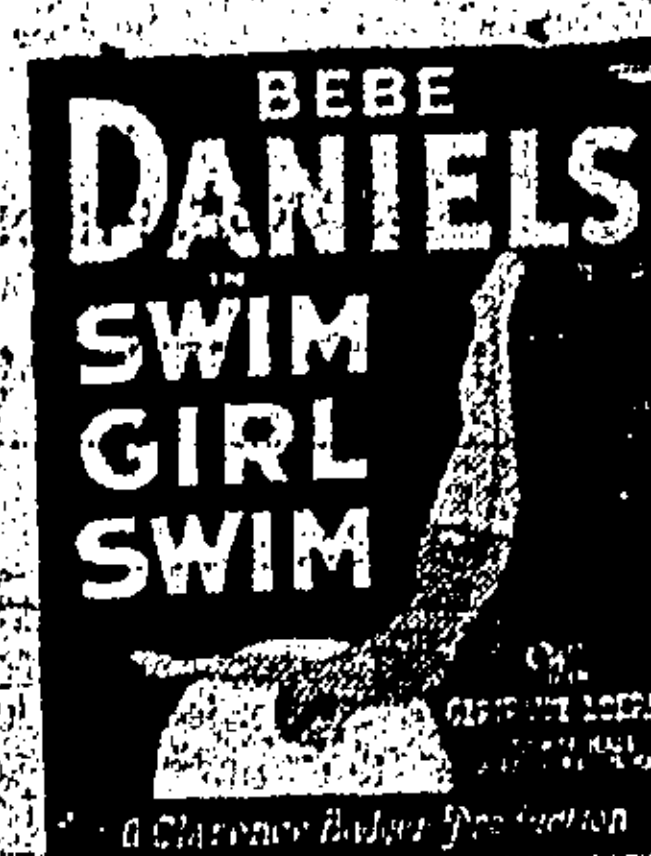


COHENS AND KELLYS IN SCOTLAND

The hilarious return of the original "Cohens and Kellys."

STAR

FINAL SHOWINGS TO-DAY
At 2.30 & 5.30



BEBE DANIELS SWIM GIRL SWIM

a Gaumont British Production

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There is a particular reason why you are urged to order now and not to leave it till later.

The new fabrics are now in. Many of them are very exclusive in design and strictly limited in supply. In a business like ours, obviously we cannot sell very many of the more distinctive suits—or they would soon cease to be distinctive. If, therefore, you would like the "pick of the choice" an early visit is more than desirable—it is imperative.

Mackintosh's



EVERY WOMAN LOVES beautiful things.

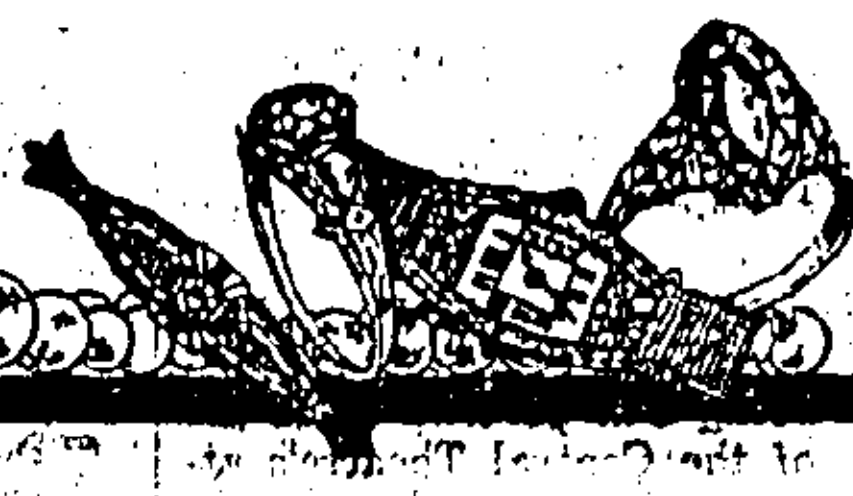
EVERY DAY IT IS some woman's BIRTHDAY or WEDDING DAY or some ANNIVERSARY which is important to her

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ROPE COMPANY'S PROFITS.

GOOD START FOR THE YEAR.

FUTURE PROSPECTS UNCERTAIN.

The annual ordinary meeting of the Hong Kong Rope Manufacturing Company was held yesterday, Mr. R. G. Shewan occupying the chair. Although last year's turnover showed a marked increase, the Chairman said he did not care to prophesy concerning the future. So far, they had begun the year well, but in the face of the fluctuations which take place in the price of raw material and exchange, it was not safe to say more.

The satisfactory results obtained during the year under review were remarked upon by a shareholder, who proposed that a bonus be paid to the staff for its loyalty and co-operation. Mr. R. G. Shewan, was supported by Mr. J. Scott Harrison, Hon. Mr. J. P. Braga, and Mr. L. Kadoorie (Directors) and Mr. J. Coulthart (Secretary), whilst shareholders present were Messrs. J. J. Gan, Y. A. Xian, K. Stuart Smith, Chin Win Kou, Kelly Sayce, O. F. Ribeiro, J. A. Wright, jun., B. Wong Tanc, F. H. Kew, W. A. Zimmerman, K. P. Yeung, A. L. Shields, I. W. Shewan, J. Dick, J. Oppen, H. Dreyer, A. A. Botelho, J. F. Tavares and Choy Wing Hay.

CHAIRMAN'S SPEECH.

Addressing the meeting, Mr. Shewan said:—The gross revenue amounts to \$221,016.99, and after deducting directors and auditors' fees, depreciation, interest and commission to general managers, there remains a net profit of \$181,774.99 for the year, which compares very favourably with the corresponding figure for the previous year which was \$68,770.30.

Transferring the amount of \$181,774.99 to Profit & Loss Account there is a balance at credit of \$340,897.97 which your directors recommend be paid as follows:

To pay a dividend of 75 cents per share, absorbing	\$150,000.00
To write off factory property at Ma-tau-kok	100,000.00
To place to credit of Typhoon and Flood account	5,000.00
To write off plant and machinery	15,897.97
To carry forward to credit of next year's account	70,000.00
	\$340,897.97

With regard to the dividend of 75 cents per share your directors consider that this amount is fully justified in view of the conservative policy which they adopted in the allocation of profits for 1930.

The turnover for last year shows a marked increase and this is reflected in the accounts now laid before you and which I think you will agree with me are satisfactory.

Kennedy Town Bents.

The total amount of rent collected for the Kennedy Town houses was \$31,993.95 as compared with \$31,830.78 for 1930, and \$31,336.73 for the Ma-tau-kok property as compared with \$17,423.22 for 1930.

As regards the prospects for the present year I do not care to prophesy; but, so far, I may say we have begun the year well. In the face of the fluctuations which take place in the price of raw material and exchange it is not safe to say more than that.

I cannot conclude my remarks without referring to the blow this Company has sustained in the death of our late works manager, Mr. W. Gardner, in August last. We deplore his loss as the loss of not only a gifted mechanical engineer, which he was, but also of one who was a most trustworthy and faithful servant for over 43 years.

I am quite sure that you will approve of the donation to the widow of the late Mr. Gardner, of \$2,500 which appears in the accounts and which is, of course, in addition to what he was entitled to from the provident fund.

I now beg to propose that the report and accounts as submitted be adopted and passed, and when this has been seconded I shall be pleased to answer any questions from shareholders.

This was seconded by Mr. F. A. Navier and carried unanimously.

Bonus for Staff.

Remarking on the very efficient way in which the staff had carried out their duties, Mr. Chin Win Kou said:—Mr. Chairman and gentlemen, With your permission I would like to say a few words. I think the shareholders will join me in congratulating the board, general managers, and staff of the company on the excellent results of the past financial year, which we hope indicates continued prosperity. It is needless to say that such excellent results could only be obtained through good management and by loyalty and co-operation on the part of the staff. In view of this I now propose that a bonus be

(Continued at foot of next column.)

GANDE, PRICE & CO.

GOOD RESULTS DESPITE HARD TIMES.

BONUS TO STAFF.

Mr. S. C. Pank took the chair at the meeting of shareholders of Messrs. Gande, Price & Co., Ltd., yesterday, when he reviewed a very satisfactory year's working. In addressing the gathering, he said:—

You will observe that our working profit for the year under review has increased by \$1,947.48, which, in view of the difficult trading period through which we are passing, your directors consider as satisfactory.

The results for the year show a balance transferred to the credit of Appropriation Account of \$58,077.53, an increase over the previous year of \$44,801.02. This is mainly due to the special profit of \$41,566.83 realised from the sale of a portion of our property, or, in other words, approximately 40 per cent. on our Praya East Reclamation holding.

The trading profit is \$10,410.70 against \$7,176.51 for the previous year—an increase of \$3,234.19, which includes an increase on property rental of \$1,012.97. Our property is now fully let, and this year's rental should be fully maintained in the future.

The amount of \$4,000.70 brought forward from credit of Profit and Loss Account for 1930, makes a total credit of \$58,077.53 for appropriation, which your directors recommend to be allocated as follows:—Payment of a dividend of 5 per cent. absorbing \$9,052.50; a bonus of 10 per cent. absorbing \$18,105; a bonus to the managing director of 6 per cent. absorbing \$2,078.34; and a bonus of one month's salary to the staff, absorbing \$1,876. This leaves a balance of \$25,257.48 to be carried forward to this year's account.

Bonus to Director.

Your Directors wish to state that the amount of \$41,566.83 profit realised on the sale of the property was mainly due to the foresight of your managing director, and therefore, they feel confident you will agree with them that the bonus allocated to him is fully deserved.

"As you are aware, much of the success of the Company is due to the untiring efforts of our staff. Year after year we have had consistently good services from them, and I think you will all agree with me that we should this year at least make some more fitting reward to them than a formal vote of thanks."

The board have suggested a bonus of a month's salary to each member, and I am sure their suggestion will meet with your unanimous approval. (Applause.)

Services Appreciated.

In rising to second the adoption of the report and accounts, Pang Kwok-siu, said:—On behalf of the shareholders I second the proposal of the chairman. I wish to congratulate our directors for the efficient management, and their staff on the good results achieved during the year under review. In view of the abnormal conditions that have existed during the past year, I consider we are extremely fortunate in having such a satisfactory Balance Sheet placed before us.

I fully endorse the complimentary remarks of the board with reference to our managing director and the staff of the company, and have much pleasure in seconding the adoption of the report and accounts.

The motion was carried unanimously.

Mr. Kenneth Chan, the retiring Director, was re-elected, upon the motion of Mr. C. Bond, seconded by Mr. D. Rumiabin.

The auditors, Messrs. Lowe, Binham and Matthews, were re-elected upon the motion of the Chairman, seconded by Mr. Leung Yan-po.

Those Present.

Supporting the Chairman were Mr. Leung Yan-po (Director), and Mr. C. Bond (Secretary). Shareholders present were Messrs. Chow Tung-sang, Wong Kung-yue, Pang Kwok-siu, Pang Kwok-fat and D. Rumiabin. Mr. Chan Ngon-chau attended in the interests of the estate of the late Mr. Siu Ying-chow.

Before the meeting terminated Mr. C. Bond, on behalf of the staff of the Company, extended very sincere thanks with respect to the granting of a bonus of a month's salary. He felt sure that the action of the directors would be received with much pleasure by the staff.

given to the staff for their hard work and loyal support. This motion was carried and embodied in the Chairman's recommendations.

Mr. H. Dreyer proposed, and Mr. J. Dick seconded, the re-election of Mr. J. Scott Harrison and the Hon. Mr. J. P. Braga to the Board of Directors, this being carried.

On the proposition of Mr. K. Stuart Smith, seconded by Mr. J. F. Wright, the auditors, Messrs. Linstead and Davis, and Messrs. Perry, Smith, Seth and Fleming were re-elected.

LOCAL DENTIST

FINED.

NEGLIGENT DRIVING ON STUBBS ROAD.

UNLICENSED DRIVER FINED.

The usual traffic summonses were heard before Mr. Schofield at the Central Magistracy yesterday.

Dr. O. G. Withern, a local dentist, was summoned for negligent driving on Stubbs Road on the afternoon of March 8. It was alleged that he attempted to overtake a car on a bend and narrowly missed colliding with a vehicle ascending the hill.

The defendant denied the charge.

Mr. H. E. Goldsmith, Assistant Director of Public Works, said that on March 8 he was in a motor car which was proceeding up Stubbs Road at about 4.50 p.m. At the first bend below Bowen Road, as his car opened out after turning the corner, another car some yards ahead was on the same side of the road as his. It was just pulling out from behind another car, while a third car was following the second one.

Applied Brakes.

To avoid an accident, the driver of the up-going car had to apply his brakes immediately and bring the car to a standstill, the other car being pulled in to its correct side of the road, with the result that the driver of the end car had to apply his brakes and pull to the side of the road, colliding with the wall.

Witness intimated that the second car, which the defendant had been driving, did not stop, but it was possible he was not aware of the accident.

The defendant, when asked if he had any questions to put to the witness, said that when he was about to overtake the front car it was about 80 yards from the corner.

Witness was not able to say how far away he was, but said the defendant was approaching the curve without actually being on the curve at the time.

The defendant, in evidence, said that the car in front of his had been travelling at about 15 miles an hour and as he himself had been going at about 30 miles, he tried to overtake the front car. He sounded his horn and as he was about to pass, the front car accelerated speed. When the front wheels of witness's car had reached the rear wheels of the front car, witness noticed another vehicle ascending the hill and he immediately slowed down, at the same time drawing behind the front car.

Witness knew nothing of the accident until he met a friend who had been driving the third car. He went back to the scene and taking measurements, found that the accident to the third car had occurred 80 yards from the bend.

"Ridiculous" Speed.
His Worship said there really did not seem to be very much conflict of facts, but he certainly thought 30 miles an hour was a very dangerous speed to be going on the wrong side of Stubbs Road. Inspector Alexander agreed and described it as a ridiculous speed.

Under the circumstances, said his Worship, he had to convict. There was distinct negligence. According to the evidence, it seemed clear that the acceleration took place much too near to the corner. He thought that 150 yards should be allowed before passing.

Inspector Alexander pointed out that considerable care had to be exercised on a road like Stubbs Road, where there were so many corners.

A fine of \$50 was imposed.

Other Cases.

The driver of a motor lorry was fined \$30 by his Worship for negligence near Shiu Fai Terrace on Stubbs Road, on March 12. It was stated that he drove out from a cross road at a dangerous speed and without first ascertaining that there was no other traffic on the road.

Mrs. G. G. N. Tinson, who was in a car, had to jam on all her brakes to prevent a collision. A fine of \$10 was imposed on Mr. J. N. Grant, who appeared before his Worship on a summons for driving a motor car without a licence on Stubbs Road at 12.30 a.m. on March 6.

Inspector Alexander intimated that Mr. Grant's car was damaged by a private vehicle driven and owned by an Indian driver, who had driven at a fast speed down Stubbs Road. When investigations were being made into the accident, it was found that Mr. Grant had no licence.

It was stated that the Indian driver was believed to have absconded, and the summons against him was adjourned sine die.

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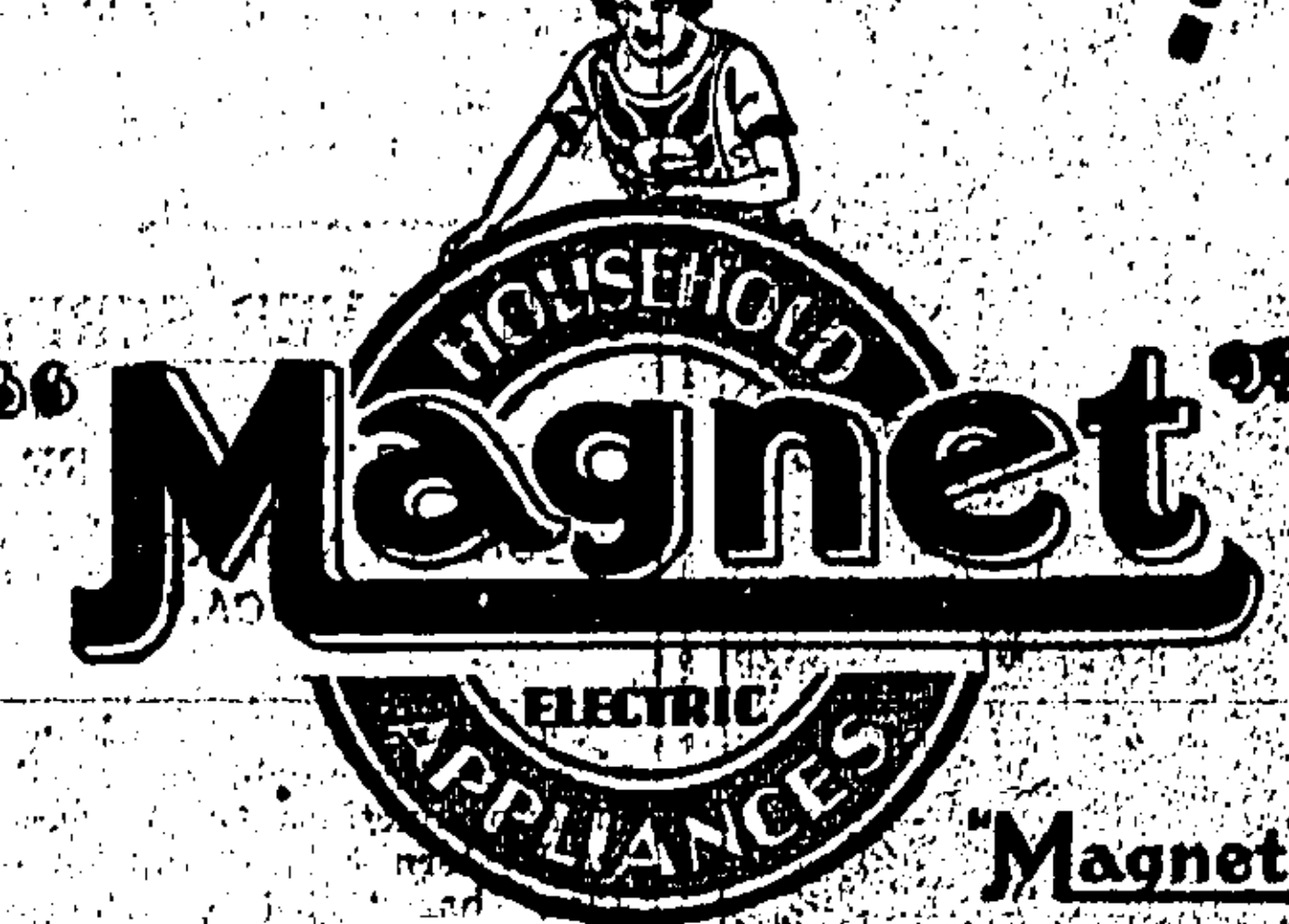
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WILKINSON, HEYWOOD & CLARK

SHANGHAI-HONGKONG-TIENTSIN

AGENTS IN ALL PORTS

"BELL"

BRAND

SMALL-POX TREATMENT.

VIGOROUS CHINESE PROTESTS AT MASS MEETING AT TUNG WAH HOSPITAL.

GOVERNMENT TO BE ASKED TO RESCIND RECENT SANITARY BOARD ORDER.

Representatives of all sections of the Chinese community were present at the Tung Wah Hospital yesterday when a mass meeting was held to discuss the question of treatment of small-pox cases in Hong Kong. The meeting was the direct result of the rescission of certain concessions hitherto granted to the community relative to treatment of cases at home.

It will be recalled that at a recent meeting of the Sanitary Board when the rescission of these concessions was discussed, two Chinese on the Board, Messrs. Wong Kwong Tin and T. N. Chau, spoke against the motion.

Sir Shou-son Chow, Hon. Dr. Kotewall and Mr. M. K. Lo also addressed the gathering.

CHINESE V. WESTERN TREATMENT.

Mr. Ngan Shing Kwan, the Chairman of the Committee of the Tung Wah Hospital, was in the chair and he was supported by the two Vice-Chairmen of the Committee, Messrs. Thomas Tam and Chan Lim Pak. Those present included Hon. Sir Shou-son Chow, Hon. Dr. R. H. Kotewall, O.M.G., Hon. Dr. S. W. Tao, O.B.E., L.L.L., Mr. Ho Kom Tong, O.B.E., Mr. M. K. Lo, Mr. Wong Kwong Tin, Mr. T. N. Chau, Mr. Li Yick Mui and many others representing practically every trade and profession in the Colony. The main hall of the hospital in which the meeting was held was full to capacity.

The Chairman expressed gratitude for the attendance of so many sections of the public, and went on to invite opinions on the question of the present method of dealing with small-pox cases. The disease, he said, was looked upon as a very serious one by Europeans, but he thought the Chinese regarded it with less abhorrence.

In the course of a lengthy speech, Mr. Ho pointed out that the consensus of opinion seemed to point to a resentment against the disallowance of treatment of small-pox cases at home. The speaker went on to say that the Chinese representatives on the Sanitary Board, Messrs. Wong Kwong Tin and T. N. Chau, did their best to retain the concessions previously granted by the authorities, but unfortunately they were in the minority. He pointed out, however, that the decision of the Sanitary Board was by no means final and absolute.

Vaccination.

A Chinese medical practitioner said that he thought that Chinese doctors and herbalists should be instructed to report all cases of small-pox to the Government. He also added that inmates of any house where there was an outbreak of small-pox should be vaccinated, and further that vaccination campaigns should be more vigorously carried out.

Regarding the question of dumping, the speaker said that as far as his experience went, very seldom were corpses of adults dumped in the street. Those that were dumped came from very poor families. In connection with the question of the dumping of children, he thought two principal causes led to this practice. Firstly, poor people did not want to go to the expense of a funeral, and, secondly, they dreaded the visit of Sanitary Board coolies who carried out disinfecting work in a house after a case had been brought to the notice of the authorities.

When the speaker saw the dead body of a baby in the street, he had always stopped to study the case. He thought that not more than twenty or thirty of the bodies dumped in the street during the year died from small-pox. An observant person would notice that in the case of all the babies that were dumped, their clothing indicated that they came from the poorest of families.

"S.S. Hygiene."

Mr. Ho Kom Tong, in the course of a speech lasting almost an hour, recalled that since twenty-five years ago when small-pox cases were isolated on a vessel in the harbour known as the "S.S. Hygiene." Few of those who were removed to this vessel ever returned. So great was the dread of this vessel that, with the spread of small-pox many people found their way back to Canton rather than risk being sent to the "Hygiene" in case they should fall sick.

Mr. Ho went on to say that not only were the sick removed to the vessel, but inmates of a house where a case was discovered were also taken to this boat. In one case a

more than usual care as the question at issue was one vital to the Chinese. At the outset he would like to point out that the Sanitary Board, in rescinding the resolution of 1918, acted not without reason as was pointed out by Mr. Ho Kom Tong, and Mr. Wong Kwong Tin. When that resolution was passed there were attached to it the three conditions about which they had heard again and again that afternoon. The object of these conditions was to encourage people to get vaccinated so that small-pox would in time be eradicated or reduced, and to prevent the present despicable dumping of dead bodies.

The Medical Officer of Health had reported that he did not recall a single case in which any Chinese who complied with the conditions and that being the case, the Chinese had themselves to blame. But if they reconsidered these conditions, were imposed fourteen years ago according to the Hon. Mr. S. W. Tao and that they might not in this lapse of time be generally known to the general public on account of the fact that the population of this Colony had largely migrated. They might then understand why the conditions had not been complied with as they should have been.

Pamphlets Distributed.

Continuing Mr. Kotewall said that it was true that since 1918, from time to time almost annually, enormous numbers of pamphlets had been distributed emphasising on the necessity of vaccination. "But my colleagues and I have reason to believe that the Sanitary Board or any other public bodies have very rarely if ever given any severe warning to the people to the effect that unless they complied with the conditions the special concessions that were accorded to them in 1918 would be withdrawn. Without that due warning, the reaction was inevitable. Little wonder that the people's mind was greatly disturbed," added Mr. Kotewall.

Continuing, Mr. Kotewall said that Mr. M. K. Lo said that the Director of Medical and Sanitary Service had informed him that similar laws as were existing in Hong Kong existed in all different municipalities in China and had been passed by the Ministry of Health. "I cannot," remarked Mr. Kotewall, "speak about any municipality other than Canton. A friend of mine, who is indirectly associated with the Canton Government, has informed me that although he cannot say definitely that such a law did exist in Canton he gave me a definite assurance that the people who were suffering from small-pox were still permitted to be treated in their own homes. We have been told to copy the municipalities in China in this matter of sanitary laws; why then cannot we copy their methods in carrying out the law, just as still only recently such small-pox cases had been for fourteen years similarly permitted in this Colony?"

Spread of Infection.

Mr. Kotewall went on to say that the Medical Officer of Health held the view that if small-pox cases were permitted to be treated in the patients' own homes the risk of spreading infection would be greater. Now according to the psychology and mentality of the Chinese, Sir Shou-son Chow, Mr. S. W. Tao and the speaker thought that if the 1918 concession was not continued the danger of infection would be greater. In as much as the people would feel being removed to hospitals for treatment. In this connection it would seem that the infection of small-pox would be further spread if families living in the same house or flat in many cases many families occupying the same flat would remove to other quarters bringing with them their furniture and personal belongings, thereby carrying the infectious germs.

It had been pointed out by the three representative members of the Sanitary Board that the Magistrate cannot make an order for the compulsory removal of a patient suffering from small-pox if the patient is lodging in a domestic house occupied by one family. In that case the Sanitary Authority would be powerless and consequently the danger of infection so much feared by them would remain. Further, such a law would operate unfavourably in regard to those who were not fortunate enough and who have to share a domestic house with several families, and this class of people formed the majority of the Chinese population.

"Let us now," said Mr. Kotewall, "carefully examine the object of the 1918 concession with its conditions. These objects were to my mind excellent though aiming at the eradication of small-pox by encouraging the people to report to vaccination. The second object is to prevent the dumping of dead bodies. If there were no small-pox cases there would be no deaths and dumping of those bodies would be

greatly diminished. As I say, the conditions were good but unfortunately the methods in making them known were not as good as one would have wished. Now that the public realise to the full the consequences of non-compliance with these conditions my colleagues and I feel that they will make every endeavour to obey the behest of the Sanitary Board although the conditions entail several inconveniences much disliked by the people."

MR. M. K. LO.

Mr. M. K. Lo suggested that the meeting should get to the root of the thing by applying to the Government to amend the Public Health and Building Ordinance, 1903, which said that the small-pox cases could be treated in the patient's home on specified conditions. The three members of the Legislative Council thought that, since the resolution of 1918 was approved by the Sanitary Board and since rescinded by them of their own accord, it would seem that the people should seek a solution from that quarter. Fortunately the meeting had just heard from Mr. T. N. Chau and Mr. Wong Kwong Tin that they would do their very best to represent to the Board the sentiment of the people and that they would use their utmost endeavour to attain the objects of the meeting in spite of the fact that they were in a very small minority. Side by side, such representatives of the Chinese would cooperate with the Chinese members of the Sanitary Board, the Tung Wah Hospital, and other charitable institutions in bringing home the necessity of observing the conditions. If after such due warning, the people still disregarded the conditions, when they would have only themselves to blame.

"We now await the result of the efforts to be made by Mr. Wong Kwong Tin and Mr. T. N. Chau, and should they unfortunately not succeed, then we hope that their colleagues on the Sanitary Board will give a sympathetic ear to the request of the people supported by all shades of public life. We, Sir Shou-son Chow, Dr. S. W. Tao, and I will, to the best of our ability, represent the views of the Chinese community to the Governor with a view to the amendment of the law."

SIR SHOU-SON CHOW.

Addressing the meeting, Sir Shou-son Chow said: "At the outset I want to define the position of my two honourable colleagues and myself at this meeting. We come here in the dual capacity of advisors of the Hospitals and as representatives of the Chinese in the Colony. In the first capacity it is our duty to give such advice as our conscience dictates and to the best of our ability; and in the second capacity it is our duty to present the views of the community to the Government.

"We have heard the pros and cons of the subject; but without at this moment entering into its merits and demerits I should like to say that some months before the rescission of the resolution by the Sanitary Board we three expressed to the Government the opinion that in view of the unabated dumping of dead bodies and the absence of report of small-pox cases, the public should be given a warning that unless they comply with the conditions attached to the resolution of 1918, that special privilege might be withdrawn by the Sanitary Board. The Sanitary Board has acted without some such warning, but we three still hold the view that the public should have been given due warning before the resolution was rescinded. We have not changed or modified in any way our attitude in this matter, and shall certainly renew our advice to the Government."

"My colleague the Hon. Mr. S. W. Tao, who knows more about the subject than most of us, has already given a history of the resolution."

7,000 Cases.

Mr. M. K. Lo, who supported the rescinding of the Ordinance in question at the Sanitary Board, said that the reason for the Sanitary Authorities taking that step was that the people failed to report the small-pox cases. For 1920-21 there were seven thousand small-pox cases and out of these only 20 reports were made by the doctors to the Sanitary Authorities. In most cases people living with the patients moved away and tried to avoid disinfection, but in fact they did the very opposite spreading the infection. Since Nanking, Shanghai, and other Chinese cities approved of a similar law, there was no reason why Hong Kong, which is such a small place, should stand alone.

H.E. SIR WM. PEEL TO VISIT CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Mar. 27. It is learned that Sir William Peel, Governor of Hong Kong, may visit Canton at an early date in response to the invitation of General Chen Ming Shu. When the Chinese Trade Mission from Hong Kong was here recently, General Chen requested them to prevail upon the Hong Kong Governor to make such a trip and see what Canton is doing in the way of reconstruction and modernisation. He had been in Hong Kong many times, he said, and was specially received by Sir William Peel on each occasion.

AMERICAN ADMIRAL VISITS CANTON.

BANQUET IN HIS HONOUR.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Mar. 27. Admiral Charles B. McVay, Jr., Commander-in-Chief of the U.S.A. Naval Squadron, Asiatic Station, is expected to arrive in Canton sometime this afternoon by gunboat on a friendly informal visit.

The American Admiral will call on General Chen Ming Shu, General Chen Tai Tong, Mayor Lin Yun Koy and other high members of the Canton Government.

Mr. J. W. Ballantine, the American Consul-General here, has already made the necessary arrangements with the local Government.

The distinguished American visitor will be the guest of honour at a banquet to be given in the Sui Si Club in Tungshan by General Chen Ming Shu on behalf of the Provincial Government of Kwangtung.

TWO AVIATORS KILLED.

DEATH OF NAVAL STUDENT AND INSTRUCTOR.

ACCIDENT NEAR HUNGJAO AERODROME.

A fatal aeroplane accident occurred near Hungjao Aerodrome Shanghai, last Saturday, when a Chinese naval flying student and his instructor met their deaths as the result of a crash. The victims are Messrs. Ling Ching-yuan, 20 years-old student and Chen Chang-ching, instructor, 30 years of age. The machine took off from Hungjao shortly after 10 a.m. on an instructional flight, and for several minutes all went well. The aeroplane was taken up to a height of 700 feet shortly after taking off, and the pair commenced to fly around the Hungjao area.

Mr. Ling, the student, was at the controls when the aeroplane was brought down lower, and it is thought that he must have misjudged his altitude; for the machine suddenly crashed into the top of a tree and was wrecked, the two being thrown to the ground. This occurred at 10.30 a.m., six miles to the south of the aerodrome.

There were several people in the vicinity of the scene of the crash, mostly farmers, and they hastened to assist the unfortunate aviators. Both were in an unconscious state. The aerodrome authorities were told what had happened, and arrangements were made to take both injured men to hospital immediately.

It was of little avail, however, as both men were suffering from badly fractured skulls, and they died at midday, within an hour of having been admitted to hospital. Their bodies were removed yesterday afternoon to the International Funeral Directors in Kiangchow Road and will be sent to Foochow on a Chinese gunboat at noon today.

This is the first accident of its kind to occur at Hungjao Aerodrome, but it is the second fatal accident to occur in Shanghai within a few months, the first having taken place when the Hankow air-mail plane hit the mast of a junk in taking off at Tanghua.

POWELLS

10, Ice House Street.



COOL SUMMER UNDERWEAR

regulating bodily temperature and imparting health and fitness to the wearer.

The new season's stock comprises amongst many others—"Aertex" and "Cellastic" Cellular, India and Wool Gauze, "Meridian," "B.V.D." Etc.

We shall be pleased to demonstrate the above to you without obligation to purchase.

We allow 10% Discount for Cash.

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ANDERSON PIANOS



SPECIALLY CONSTRUCTED FOR THE TROPICS.

The Anderson Music Co., Ltd.

THE PERFECT SUN BLIND

All-Ventilating Shades for more porch comfort



AEROLUX VENTILATING PORCH SHADES

THE INCREASING SALES OF THE AEROLUX BLINDS PROVES THAT THEY ARE RAPIDLY OUSTING THE OLD FASHIONED AND UNTIDY BAMBOO BLINDS.

THEY SHUT OUT THE SUN BUT NOT

THE AIR

SIZES: 4' 0" to 9' 0" WIDE BY 7' 0" LONG IN BROWN OR GREEN.

CALL AND SEE A BLIND FIXED IN OUR FURNITURE DEPT.

LANE, CRAWFORD, LTD.

NEW ADVERTISEMENTS

THE EASTERN
TELEGRAPH AND CHINA TELEGRAPH
COMPANY, LIMITED. COMPANY, LIMITED.
CURRENCY CHARGES ON
TELEGRAMS.

Senders of telegrams are hereby
notified that from 1st April, 1931,
until further notice the charges for
telegrams will be collected at a
reduced rate of Dollar 0.85 to equal
Gold Franc 1.00.

F. V. JENSEN, S. LACK,
Superintendent. Superintendent.
Hong Kong, March 28, 1931. [688]

NOTICE.

IT IS NOTIFIED that as from
1st APRIL, 1931, the Official
Residence of the General Officer
Commanding Troops in China will be
known as "FLAGSTAFF HOUSE."

CHINA PROVIDENT LOAN &
MORTGAGE CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN
that the TRANSFER BOOKS
of the Company will be CLOSED
from THURSDAY, 26th MARCH,
1931, until TUESDAY, 7th APRIL,
1931. Both Days inclusive, instead
of for the period previously notified.

By Order of the Board,
D. L. KING,
Secretary.
Hong Kong, March 21st, 1931. [501]

THE HONG KONG JOCKEY
CLUB.

OWING to Congestion in the
Members' Enclosure, the FREE
PASSES to LADIES will be RE-
STRICTED to ONE Per Member as
from the Commencement of the Club's
Financial Year—1st APRIL, 1931.

By Order,
O. B. BROWN,
Secretary.
[504]

THE HONG KONG & WHAMPOA
DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN
that the ORDINARY YEARLY
MEETING of SHAREHOLDERS will
be held in the Office of the Company, 2,
Queen's Building, Hong Kong, on
MONDAY, 30th MARCH, 1931, at
NOON, for consideration of the Direc-
tors' Report and Statement of Accounts
for the Year ending 31st December,
1930.

THE SHARE REGISTER and
TRANSFER BOOKS will be CLOSED
from the 23rd to the 29th MARCH,
1931, Both Days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hong Kong, 17th March, 1931. [475]

UNION WATERBOAT CO., LTD.
NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH AN-
NUAL GENERAL MEETING
of SHAREHOLDERS will be held
in the Office of Messrs. DODWELL &
CO., LTD., on TUESDAY, the 31st
MARCH, 1931, at 3 P.M., for the
purpose of receiving the Report of
the General Managers together with a
Statement of Accounts to 31st
December, 1930.

THE TRANSFER BOOKS of the
Company will be CLOSED from the
23rd MARCH to 31st MARCH,
1931, Both Days inclusive.
DODWELL & CO., LTD.,
[486] General Managers.

CHINA PROVIDENT LOAN &
MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN
that the THIRTY-FOURTH
ORDINARY ANNUAL MEETING
of SHAREHOLDERS in the
Company will be held in the
Company's BOARD ROOM, 2nd
Floor, ALEXANDRA BUILDING,
Hong Kong, on TUESDAY, 31st
MARCH, 1931, at NOON, for the
purpose of receiving a Statement of
Accounts and the Report of the
Directors for the Year ended Decem-
ber 31st, 1930, electing Directors
and Auditors, and for the Transaction
of any other Ordinary Business of
the Company.

By Order of the Board,
D. L. KING,
Secretary.
Hong Kong, March 11th, 1931. [345]

IF

You still yearn for that taste
of real beer which you had at
home.

Don't count up the days before
you go on leave.

Just ring up—

20616

and order a case of

WHITBREAD'S
PALE ALE



"It's THE REAL
HOME-SIDE STUFF!"

SOLE AGENTS—

A. S. WATSON & Co.,
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THE
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YOURA GULLER

In A

PIANOFORTE RECITAL

At The

Helena May Institute

On

TUESDAY, APRIL 7th
at 5.30 P.M.

YOURA GULLER has a world
reputation and ranks with the first-
class artists. She happens to be in
the East on a pleasure trip and at
the instance of the Society she is
giving her Recital at the above Hall
with tickets at the popular prices of
\$4.40 and \$3.80 (including tax). The
may be obtained from the
Secretary of the Institute. The
accommodation is strictly limited and
early application is advisable.

A. M. BOWES-SMITH,
Hon. Secretary.

FREE.

RATIONALIST LITERATURE
and PAMPHLETS.

[Send P.C. to Box No. 462, c/o Hong
Kong Daily Press. [462]

CREDIT FONCIER D'EXTREME
ORIENT.
MORTGAGE BANK AND ESTATE
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812-roomed & Five-roomed Apartments
PRINCE EDWARD ROAD,
KOWLOON.

School and Semi-detached Villas
Modern Construction with Garages.

"CAMBAY BUILDINGS"

Flat with Modern Conveniences.

WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 6.25 p.m.,
stated:—

The anti-cyclone appears to be
moving into the Eastern Sea.
Fresh monsoon will continue along
the S.E. Coast of China and over
the N. China Sea.

Local Forecast:—N.E. winds,
fresh; cloudy generally.

Editorial and Business Offices: 11,
Ice House Street. Tel. 30261.
Night Editor (Wanchai Office):
Tel. 24511.
London Office: 53, Fleet Street,
E.O. 4.

The Daily Press.

HONG KONG, MARCH 28, 1931.

A MINERAL EXHIBITION.

The importance of its mineral re-
sources to the British Empire is
being demonstrated at an interest-
ing Exhibition at the Imperial In-
stitute in South Kensington. As
Mr. L. S. AMERY, M.P., who opened
the Exhibition, pointed out in his
opening speech, Great Britain is
still the most intensively develop-
ed mineral area in the world, and
the Empire as a whole produces
four hundred million pounds worth
of minerals a year. Seventy-five
per cent. of the world's output of
diamonds comes from countries
within the British Empire, seventy-
three per cent. of the gold, sixty-
five per cent. of the chrome ore, and
ninety per cent. of both the asbestos
and the nickel. The Dominions and
the Crown Colonies have taken a
most active part in organising the
Exhibition, which will remain open
for three months, and many of
their exhibits are of romantic and
fascinating description. They have
sent more than two thousand speci-
mens of minerals to supplement
those already in the Institute's
collection. These are arranged geo-
graphically, and according to the
quantity to be found in each coun-
try, and newly developed areas are
well represented.

A speciality of the Institute is a
series of panoramic scenes. One of
these shows the working of a coal
mine in India; another a tin mine in
British Malaya; while a third
shows the pitch lake in Trinidad
discovered by Sir Walter Raleigh.
Only two such lakes exist in the
world. Another interesting exhibit
is composed of many super-imposed
sheets of glass, each marked with
red and green lines to show the
layers of copper-ore down to two
thousand feet in one of those Nor-
thern Rhodesian mines, which pro-
mise to pay much better than any
of the big American copper mines.
Ceylon has a comprehensive exhibit
of precious and semi-precious
stones; South-West Africa shows a
model of the Cullinan diamond
and some delightful semi-precious
stones; and Western Australia pro-
vides a remarkably fine show of
gold ores and nuggets. Other at-
tractive groups are of carved
Indian statuettes and copper-salts of
a beautiful blue from an ancient
Roman working; and a number of
cases lent by the Royal Mint to
show coinage and medal-making
technique.

The Exhibition is quite candid
about the Empire's lack of certain
minerals. Chief among these is
petrol. There are rich supplies
in certain British mandated ter-
ritories, or in other countries in
which Great Britain has interests,
but the Empire itself only supplies
two per cent. of the petrol output
of the world. On the other hand,
it possesses enough coal of excellent
quality to serve its needs for many
centuries. Further, the latest
scientific discoveries dealing with
the conversion of coal into oil may
change the whole aspect of affairs
in that connection.

Of particular interest to students
who cannot visit the Exhibition is
the "Survey of the Mineral Re-
sources of the Empire," published
by the Mineral Resources Bureau

of the Imperial Institute. It sum-
marises, upon the basis of the years
from 1913 to 1923, the production
both of the Empire and of the
world as a whole. It shows how
far the Empire provides comple-
mentary supplies of minerals from
its different parts, sufficient for its
own needs and even for an export-
able surplus, and in what respects
the Imperial resources are in-
sufficient, and it gives essential
statistics which trace for each part
of the Empire the products, sources
of imports, and destinations of ex-
port, of mineral war material.

In regard to iron as well as
petroleum Great Britain, in spite
of its vast resources, is an importer.
On the other hand, modern in-
dustry, especially in electricity,
motoring, and aviation, calls for
more copper, nickel, and the various
minerals which are constituents of
the new iron and steel alloys; as
well as for chromium, asbestos, and
other products. Of these the Em-
pire output appears to be increas-
ing not only absolutely but in re-
lation to the world as a whole.
Besides the growing production in
Northern Rhodesia, further supplies
of copper are now becoming avail-
able in Canada, Newfoundland and
elsewhere in the Empire; while of
nickel ninety per cent. of the
world's demands are met by the
British Empire, chiefly from
Canada.

MR. T. M. HEALY.

The death of Mr. T. M. HEALY at
the age of seventy-six removes one
of the most picturesque and historic
personalities of the Empire. Mr.
HEALY's life is an epitome of
modern Irish history. Born in 1855
he became a Nationalist M.P. as a
young man of twenty-five, and con-
tinued to sit at Westminster till
1918, and then, emerging from re-
tirement on the formation of the
Irish Free State he became, in 1922,
its first Governor-General and held
the post for the next six years,
when he retired owing to his ad-
vanced years. Mr. HEALY was one
of the most fiery of the Nationalists
during the great Home Rule con-
troversy, from the time of PARNELL
till the final settlement. "Tiger"
TIM's eloquence was vitriolic.
Though capable of splendid flights
of eloquence his sarcasm was his
chief weapon, and made him
one of the most famous figures in
modern politics.

In the controversy roused by Mr.
PARNELL's divorce case, Mr. T. M.
HEALY stood by his chief with
characteristic loyalty, and, at an
historic meeting of the Nationalist
Party in 1890, it was Mr. HEALY
who seconded the vote of confidence
in the Irish leader. But all efforts
to close the ranks failed. The
Party divided into two sections and
was only united ten years after
PARNELL's death.

At the time of his death Mr.
HEALY must have been one of the
few survivors of the Great PARNELL
Commission, when three judges
were appointed to examine allega-
tions by the London Times, that
Mr. PARNELL and other Nationalist
M.P.'s, Mr. HEALY among them,
were implicated in certain outrages
committed by members of the
Fenian Society. After proceedings
lasting over two years the judges
reported in favour of PARNELL and
his colleagues. The Commission
cleared the air, and there was never
quite the same bitterness again
over the Irish question. Until the
unfortunate affair of 1916, and all
that followed.

Mr. HEALY mellowed in his later
years. He became a King's Coun-
sellor at the English bar in 1910, and
like his fellow-countryman, and
political antagonist, Sir Edward
CARSON, he soon had a brisk prac-
tice. He was popular, especially in
the House of Commons, and what
ever he might have to say political-
ly, everyone realized that there was
nothing personal about it. The
obstacle to Home Rule was, in fact,
Ulster's resistance, not England's
unwillingness, and it was a typical
irony of British politics that the
final settlement should be passed by
a Conservative Government. More-
over, Sir Edward CARSON's former
Gallagher, in the Ulster-Volun-
teers, Lord BIRKENHEAD, when Lord
Chancellor of England, played a
leading part in the negotiations.
When all was settled it was not in
vain that the British Prime Minis-
ter called on Mr. HEALY, a man
loved and trusted on both sides of
the Irish Channel, to be the first
Governor-General of the Irish Free
State. There is no denying that
there has been much to forgive and
forget in the history of the two
nations, but few have done more
than Mr. HEALY to secure amicable
relations. There has seldom been a
career more stormy, more coura-
geous and more worth-while, and
both countries have reason to
honour his memory.

★ News and Views ★

Captain Ramsay's New Post.

The King has approved the ap-
pointment of Capt. R. B. Ramsay,
R.N., as naval attaché to H.M.
Missions in Italy, Greece, Jugo-
Slavia, Bulgaria, Rumania, Al-
bania, and Turkey, with headquar-
ters at Rome, to date April 28.
Capt. Ramsay succeeds Cap. R. H.
L. Bevan, who completes three years
in the appointment in April.
Since July, 1929, Capt. Ramsay has
commanded the Kent, on the
China Station, and acted as Chief
of Staff and Flag Captain to
Adml. Sir A. K. Wastell, Com-
mander-in-Chief.

Russia's Arabian Nights.

For the sum of twenty shillings
one can acquire in London the
first complete Russian transla-
tion of the Arabian Nights.
This book represents the first
serious attempt of the Soviet
State Printing Office to produce
an art edition. The first volume,
which takes one to the end of the
thirty-fifth night, contains some
excellent illustrations, is tolerably
well printed on good paper, but is
indifferently bound. Its chief
glory, however, is its coloured ver-
nished jacket, which gives it the
appearance of a Russian icon. The
edition is limited to 10,000 copies
and will take some twenty years
to complete. Each volume is sold
in Russia at a price of six roubles
seventy-five copecks, which cannot
cover cost of production. The jacket
alone must have cost a small for-
tune. What is the motive which
underlies the publication of this
expensive work? In his preface
Maxim Gorki is eloquent about the
value of fairy-tales to young au-
thors. But there are few authors
in Russia to-day who can afford to
improve their imagination by the
purchase of this costly edition. The
real motive of the work is pro-
pagandist; to astonish the foreign
bourgeois.

An Admiral's Speech.

Indirect allusions to a speech
given recently by a naval Comman-
der-in-Chief were made in the
House of Commons, the First Lord
observing that the report which
had been apparently in the minds
of members had been inaccurate.
Mr. Morley (Lab., Southampton)
asked what written instructions, if
any, were issued to serving naval
officers concerning their utterances
in public speeches. Mr. Alexander:
Apart from the prohibition from
speaking at party or political meet-
ings and demonstrations there is no
regulation dealing specifically with
the subject. It is well understood
in the Navy, however, that serving
officers are expected to exercise dis-
cretion in their public utterances,
and are liable to be called to ac-
count if, in the opinion of the Ad-
miralty, the occasion requires it.
Comdr. Kenworthy asked if the
answer given by the First Lord ap-
plied to Commander-in-Chief at the
home ports. Mr. Alexander replied
that it applied to all serving officers,
and added the above observation
with regard to the inaccuracy of the
report.

One case (non-Chinese) of diph-
theria was reported during the 24
hours ended March 26.

The total output of the Kailan
Mining Administration's mines for
the week-ended March 14, amounted
to 87,931 tons, and the sales during
the period to 140,857 tons.

A Concert will be given by the
St. John's Ambulance Brigade at
King's College on May 2 in aid
of the Brigade Fund under the
patronage of H.E. the Governor
and Lady Peel.

For having had in her possession
75 taels of raw opium a woman,
Chan Mui, was fined \$2,280 or, in
default, nine months' imprisonment
by Mr. Hamilton, at the Kowloon
Magistracy yesterday.

A white and brown Pekinese
female dog was found straying at
the junction of Nathan Road and
Haiphong Road yesterday after-
noon. The animal was taken to the
Water Police Station, where it is
awaiting claim by the owner.

Four hundred and fifty pupils of
the Ellis Kadoorie School had an
educational picnic yesterday. Ac-
companied by 25 masters, headed by
Mr. A. T. Hamilton, the Head-
master, they left Kowloon by the 10
a.m. train for Sam Chun.

Louvain Students Run Riot.

University students at Louvain
engaged in wild demonstrations in
consequence of the Burgomaster
forbidding them to celebrate the
McCarthy festival with their cus-
tomary procession in the streets.
Windows were broken, pedestrians
hustled, motor-cars held up
and house bells rung, while a
couple of vehicles were seized and
burned. Attempts were made to
destroy market stalls, but these
were stoutly resisted by the stall-
holders. The whole town was in
an uproar until the police inter-
vened and made 20 arrests. Three
students were slightly injured.

H.M.S. Veronica and New Zealand Earthquake.

Mr. Alexander, replying to a
question about H.M.S. Veronica
in connection with the recent
earthquake in New Zealand, said
the vessel arrived at Napier short-
ly before the occurrence. It was
lying alongside the pier, and al-
though it was somewhat badly
stressed by the shock, Com. H. L.
Morgan landed all available offi-
cers and men, and rendered all
possible assistance. H.M.S. Veron-
ica, added Mr. Alexander, has
since been docked. She has sus-
tained no extensive damage, and
should be fit for service by the end
of this month.

Mightier Than the Sword.

The soldier families of Germany
are deserting militarism for diplo-
macy, and the German Foreign
Office List is now replete with
names which once were synonymous
with "blood and iron." There is
a Richthofen in the Wilhelm-
strasse; the new German Minister
to Warsaw bears the proud name
of Molke, and is a descendant of
the famous field-marshal. London
recently had a visitor in Herr von
Mackensen, a son-in-law of the
present German Ambassador to the
Court of St. James's, and son of
the general who caused the Rus-
sians and the Rumanians so much
trouble during the Great War.
Mackensen junior has also embrac-
ed a diplomatic career. The mono-
cle has become mightier than the
sword.

Mr. Stimson, U.S. State Secre-
tary, has cancelled his plan to
broadcast his address to-day
"blessing" the Franco-Italian
Naval Agreement. Page 9.

Mr. J. H. Thomas, Secretary of
State for the Dominions, in reply
to a question in the House of Com-
mons regarding the New South
Wales default in the payment of
interest on loans, said that the
British Government could not re-
main indifferent. Page 9.

★ Local Notes and Events ★

Mrs. Jang Shee, wanted in
America for alleged embezzlement,
was remanded by Mr. Schofield at
the Central Police Court yesterday
until next Thursday. Mr. T. Mur-
phy, Assistant Director of Criminal
Investigation, stated that there
were no special points to be brought
up at this stage.

An unemployed Chinese and a
rickshaw coolie were yesterday
charged with stealing \$1 from an
American sailor. The police officer
who arrested the two men claimed
to have seen the alleged theft.
Both the men were found guilty
and the first defendant was sen-
tenced to three months hard labour
and the second to two months.

A man is missing, believed drown-
ed, from a collision early yesterday
morning between two junks, one of
which is alleged to have been the
Shekhi tow. The master of a small
er junk states that he was anchored
in the Central Fairway with the
tiller broken. Four men were re-
pairing the tiller at about 4 a.m.
when the Shekhi tow struck the
craft. He then found that one of
his folk was missing and a search
proved unsuccessful.

At the Central Magistracy yester-
day, Mak Mee To asked for a
separation from her husband, Chan
Sau Yan, on charges of non-sup-
port and also claimed a lump sum
of money. She stated that he had
married another woman. Defen-
tant admitted the charges and
stated that he married the other
woman because of his uncle's wishes.
His Worship dismissed the case
and referred both parties to the
S.C.A. for further investigation.

SUMMARY OF NEWS

Local.

Volunteer orders. Page 4.
Gande, Price & Co.'s annual
meeting. Page 6.

Hong Kong Rope Manufacturing
Co.'s annual meeting. Page 6.

Two Europeans were fined yester-
day for breaches of the Traffic Re-
gulations. Page 6.

A mass meeting was held yester-
day at the Tung Wah Hospital to
protest against the recent Sanitary
Board order regarding small-pox.
Page 7.

A glowing tribute to the many
feats of engineering triumphs ac-
complished in the Colony was paid
by H.E. Sir William Peel at the
Annual Dinner of the Institute of
Engineers and Shipbuilders of
Hong Kong last night. Page 12.

Week-end wireless programmes.
Page 11.

Sport.

To-day's sports fixtures. Page 10.
Home football programme for
to-day. Page 10.

Starting times at Fanning to-
morrow. Page 10.

Results of King's College sports
held yesterday. Page 10.

Local football fixture for to-day
and prospects. Page 10.

Arrangements for the lawn bowls
season were made at the annual
general meeting of the Association
held yesterday, when the draw was
also made for the Spey Royal Cup
Competition. Page 10.

Latest Cables.

The Legislative Assembly at New
Delhi threw out the Finance Bill.
Page 6.

The bye-election at Sunderland
resulted in a Conservative gain.
Page 9.

The Board of Trustees for the
British Boxer Indemnity Fund has
been appointed. Page 9.

A British airman, who is engaged
on a flight from Croydon to Shang-
hai, arrived at Belgrade and pro-
ceeded. Page 9.

The Working Committee of the
All-India Congress at Karachi con-
firmed the Irwin-Gandhi Agree-
ment. Page 9.

Mr. Arthur Hammerstein, the
well-known American producer of
"Rose Marie," has filed his peti-
tion in bankruptcy. Page 9.

The race for the Grand National
Steeplechase, run at Aintree yester-
day afternoon, was won by
Grakle, Gregalach being second,
and Annandale third. Page 9.

The Nippon Yusen Kaisha and
Osaka Shosen Kaisha have entered
into an agreement with the object
of minimising competition on over-
seas trade routes. Page 9.

The holders of the ticket in the
Irish Grand National Sweep which
drew Sir Lindsay have sold a half
share to a London syndicate.
Page 9.

(Continued on previous column.)

Looking Back 25 Years.

The Hong Kong Schools' Sports,
always an interesting function,
took place yesterday at the Happy
Valley; and despite the unpropi-
tious nature of the weather was well
attended. The patrons and officials
were:—H.E. the Governor, H.E.
Major-General Villiers Hutton,
C.B., Bishop Hoare, Bishop Peo-
son, the Hon. Mr. T. Scroome-
Smith, Sir H. S. Berkeley, Sir
Paul Chater, Dr. G. H. Bateson-
Wright, Counselor A. G. Romano,
Consul-General for Portugal, Mr.
M. Noma, Consul-General for
Japan, Lieut.-Col. Kent, R.A.,
Lt.-Col. Aitken, Lt.-Col. Price,
D.S.O., Lt.-Col. Fittion, D.S.O.
and Mr. E. H. Sharp, K. C.,
Clerk of the Course.—Messrs. K.
S. Hall, A. O. Brown, and A. H.
Crook. Starters:—T. H. Dealy,
P. James and H. Sykes. Handi-
cappers:—Messrs. H. Sykes and B.
Tanner. Official Timekeepers:—Mr.
W. Curwen and Rev. Bro. Crymian.
—Hong Kong Daily Press, March
28, 1906.

Looking Back 50 Years.

Yesterday being the day set apart
for the funeral obsequies of His
late Imperial Majesty the Emperor
of Russia, the Russian Corvette
Kazobnyk fired guns at intervals
of half an hour between eight and
twelve o'clock in the morning, and
at noon a salute of thirty-one
minute guns, to mark the solemn-
ity of the occasion. The Royal
standard was hoisted at half-mast
at the Government House, and the
flags at the various government
establishments, as well as those at
the several consulates in the Col-
ony, and ships in harbour, were
flown half-mast during the day.
—Hong Kong Daily Press, March 28,
1881.

BRITISH BOXER INDEMNITY.**BOARD OF TRUSTEES APPOINTED.**

[THROUGH REUTERS' AGENCY.]

NANKING, Mar. 27. The Chinese and British members of the Board of Trustees of the British Boxer Indemnity Fund have been appointed.

The British members are:—Mr. R. Calder-Marshall, Chairman of the British Chamber of Commerce, Shanghai; Mr. Kenneth Cantlie (son of the late Sir James Cantlie, who was a close friend of Sun Yat Sen); Mr. N. S. Brown, manager of Messrs. Butterfield & Swire, Shanghai; Sir W. W. Hornell, Vice-Chancellor of the Hong Kong University; and Mr. W. H. Donald, advisor to Chang Hsueh Liang.

There are 10 Chinese members, including Chu Chia Hua, Chancellor of the Central University, Nanking, who will act as chairman; and Mr. T. L. Soong, who is a brother of Mr. T. V. Soong, Minister of Finance.

KIANGSI ANTI-RED CAMPAIGN.

(Wah Tsz Yat Pao.)

NANKING, Mar. 27. An official communiqué states that further success has been achieved by the anti-red expedition in Kiangsi. Yungyang, Hsingchow and Shuikiang are claimed to have been captured by Government troops.

NANKING-BERLIN AIR LINE.**RECENT TRIAL FLIGHTS CONSIDERED SATISFACTORY.**

(Wah Tsz Yat Pao.)

NANKING, Mar. 27. The Nanking-Berlin Air Line will be inaugurated on April 4.

According to the opinion of the authorities of the Nanking-Berlin Air Line Company, the trial flights made recently have proved quite satisfactory, and arrangements for the regular service have been completed.

In the China section of the line, stopping stations are to include Tsinan, Tientsin, Peiping and Manchukuo, and six planes are to be employed, while in the international section Moscow is assigned as a stopping place, whence the flight will be made direct to Berlin.

FENG YU HSIANG GOING TO JAPAN.

(Wah Tsz Yat Pao.)

PEIPING, Mar. 27. Feng Yu Hsiang is still living in retirement at Wu Tai, a city in Northern Shansi.

It is learned that he intends to leave for Japan in the near future. He is reported to have wired Yen Hsi Shan expressing his wish to do so.

N. Y. K. - O. S. K. AGREEMENT.**MINIMISING COMPETITION ON OVERSEAS ROUTES.**

[THROUGH REUTERS' AGENCY.]

OSAKA, Mar. 27. Two of the largest Japanese shipping companies, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, controlling more than 200 steamers aggregating almost 1,600,000 tons, have issued a statement announcing that they have jointly entered into an agreement with the object of minimising competition on overseas trade routes.

DUMPING OF DEAD BODIES IN SHANGHAI.**THIRTY-FOUR THOUSAND INFANTS ANNUALLY.**

[THROUGH REUTERS' AGENCY.]

SHANGHAI, Mar. 27. More than 30,000 dead bodies were picked up in Shanghai's streets during 1930, of which more than 34,000 were infants, states an official report.

Every day collectors are sent out to bring in these unclaimed bodies, which are usually cast away in secluded streets and alleyways, and to bury them before they constitute a menace to public health.

These figures cover the International Settlement, the French Concession and the Chinese city, the total population of which is estimated at 3,000,000.

MILITARY OFFICERS' PAY IN HONG KONG.**MAJORITY IN STERLING AND SOME AT EXCHANGE RATE.**

[THROUGH REUTERS' AGENCY.]

LONDON, Mar. 26. Mr. W. L. Everard (C.) asked Mr. T. Shaw, Minister for War, whether military officers in Hong Kong recruited on a sterling basis were now paid on the basis of half at the true rate of exchange and half at an artificial exchange.

Mr. Shaw denied that officers were thus paid, and said that the majority were paid in sterling, but some preferred to draw their pay from the command paymaster, and they were paid in dollars at the official rate of exchange.

CROYDON-SHANGHAI FLIGHT.**BRITON ARRIVES AT BELGRADE.**

[THROUGH REUTERS' AGENCY.]

BELGRADE, Mar. 27. The British airman Ford, en route to Shanghai in a Gypsy Moth aeroplane, arrived and proceeded to Skopje.

ALL-INDIA CONGRESS.**IRWIN-GANDHI PACT CONFIRMED.**

[THROUGH REUTERS' AGENCY.]

KARACHI, Mar. 27. The Working Committee of the Congress passed a resolution confirming the Irwin-Gandhi pact, reaffirming the goal of independence, demand for complete control of the army and foreign affairs, finance, fiscal policy, and appointing Gandhi head of the Congress delegation to the Round Table Conference.

Other resolutions urged the release of all political prisoners and conceded Burma's right to self-determination.

OBITUARY.**MR. ALBERT BELLAMY, M.P.**

[BRITISH WIRELESS SERVICE.]

ROGEE, Mar. 26. A bye-election is required necessary by the death of Mr. Albert Bellamy, C.B.E., the Labour member for Ashton-under-Lyne, and Parliamentary Private Secretary to the Minister of Pensions.

Mr. Bellamy won Ashton-under-Lyne from the Conservatives at a bye-election in 1928 and has since represented the division. A railway engine-driver, he was educated at an elementary school in Manchester. He was President of the Stockport Trades Council for 11 years, President of the Amalgamated Society of Railway Servants from 1911 to 1913, and First President of the National Union of Railwaymen from 1913 to 1917.

Mr. Bellamy was also a member of the Soldiers' and Sailors' Pension Appeal Tribunal, Chairman of the Employees' Side, London and N.W. Railway Loco. Dept. Conciliation Board, and a J.P. of the County Borough of Stockport.

In 1924, the Conservatives held the seat by a majority of 230, but in the 1928 bye-election Mr. Bellamy got in with a majority of 2,406. At the last General Election, Mr. Bellamy retained the seat in a three-cornered contest by a majority of 3,407 over his nearest rival, the Conservative nominee.

BANK OF PORTUGAL NOTE FRAUD.**JUDGMENT REDUCED TO £300,000.**

[THROUGH REUTERS' AGENCY.]

LONDON, Mar. 26. The Court of Appeal to-day reduced judgment against Messrs. Waterlow & Sons to £300,000. A stay of execution pending an appeal to the House of Lords was granted.

[Mr. Justice Wright gave judgment in the King's Bench Division on December 22 in favour of the Bank of Portugal for £331,851 against Messrs. Waterlow & Sons, printers, of whom Sir William Waterlow, ex-Lord Mayor of London, is a Director.

The case was a sequel to the amazingly bold coup by a swindler, in fraudulently obtaining over £1,000,000 worth of bank notes direct from Waterlow's on forged orders. The Bank of Portugal sued Waterlow's for £1,115,013, alleging, alternatively, breaches of contract, negligence, or conversion in connection with the printing of the Portuguese bank notes. Plaintiffs' Counsel asserted that an international swindler named Marang called at Waterlow's in 1924, bearing a forged letter from the Governor of the Bank of Portugal, and ordered notes which were duly supplied and circulated.]

SPAIN AND MEXICO STABILISE CURRENCY.**CREDITS ARRANGED FOR BOTH COUNTRIES.**

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Mar. 26. J. P. Morgan & Co. have arranged an 18 months' revolving credit of \$338,000,000 for the Spanish Government.

The credit is to be devoted to regulating the peso during the period of de facto stabilisation contemplated by the Spanish Government as a preliminary to the definite adoption of a gold standard. It is learned that a European credit equivalent to \$338,000,000 is also being arranged for the same purpose.

This follows the announcement two days ago that British and French bankers were expected to participate.

It is also announced that U.S. Oil Companies operating in Mexico are lending the Mexican Government \$50,000,000 for the purpose of stabilising the peso through the purchase of silver pesos on the New York market.

"GANDHISM WILL NOT DIE!"**THOUSANDS SPELLBOUND AT KARACHI.**

[THROUGH REUTERS' AGENCY.]

KARACHI, Mar. 26. The Mahatma Gandhi held tens of thousands spellbound for nearly an hour to-day in an address delivered in the grounds of the All-India Congress.

"No one can harm me," he said, adding, "As long as God wills, I shall serve India. Gandhism, which my young friends shouted down yesterday, will not die with my death, or the death of its believers." Referring to the black-cloth flower presented to him yesterday on his arrival at Malir, he said that if the youth who gave it came and confessed the error of his ways, he would return it.

Gandhi Stated His Career on Congress Vote.

It appears that Gandhi is ready to stake his career on the Congress vote on the constitutional issue. Sitting before his spinning-wheel in his hut in the Congress camp, the Mahatma told a group of journalists that if Congress rejects the Delhi "Irwin-Gandhi" settlement, the only course open to him will be for him to retire temporarily from political life, as its rejection would be a vote of non-confidence in himself.

If the agreement is ratified, he would not accept an open mandate from the Congress to the Round Table Conference, but will ask for a restricted mandate, defining the terms of independence and safeguards.

HEAVY CASUALTIES AT CAWNPORE.

[THROUGH REUTERS' AGENCY.]

CAWNPORE, Mar. 26. The latest casualty figures show that 100 were killed and 300 are in hospital.

INDIA'S FINANCE BILL.**THROWN OUT BY LEGISLATIVE ASSEMBLY.**

[THROUGH REUTERS' AGENCY.]

NEW DELHI, Mar. 27. The Legislative Assembly, by 60 votes to 50, rejected the Finance Bill, which the Governor-General in a message to the President recommended should be passed.

The members objected to an increased income-tax and super-tax, and, despite the Finance Members' offer to reduce the amount to be collected by a crore of rupees, the Assembly threw out the Bill.

To-morrow is the last day for sending the Bill to the Council of State.

RAILWAY PEACE IN BRITAIN.**ASSURED FOR AT LEAST A YEAR.**

[THROUGH REUTERS' AGENCY.]

LONDON, Mar. 26. Railway peace is assured in Great Britain for at least a year as a result of the decision of the National Union of Railwaymen to-day in accepting the award of the National Wages Board for a reduction of wages.

SLAVERY IN HONG KONG.**ALLEGATION REFUTED BY LORD PASSFIELD.**

[THROUGH REUTERS' AGENCY.]

LONDON, Mar. 26. In the House of Lords, replying to the Labourite, Earl Kinnoull, Lord Passfield said that the allegation that slavery existed in Hong Kong and was condoned by the Government of Hong Kong was absolutely untrue.

He could only suppose that it referred to the system of *muti* and the possible abuses thereof, which, however, were farthest removed from slavery. The recent report on the working of the new regulation showed that the number of *muti* had been reduced to 4,117.

Offences against the Ordinance had been prosecuted and there was reason to believe that the system provided against abuse, and would disappear after a few years.

Lord Passfield emphasised that the finding of corpses and infants in the streets had nothing to do with *muti*.

It was impossible to make a large population of Chinese bury their dead children. The Government had been striving for years to prevent the practice. The finding of the corpses of infants in the streets of a big city was not uncommon, and the number found in "London" was "somewhat" considerable.

GRAND NATIONAL STEEPLECHASE.**WON BY GRACLE.**

[THROUGH REUTERS' AGENCY.]

LONDON, Mar. 27. The race for the Grand National Steeplechase, 4 miles and 856 yards, run at Aintree this afternoon, resulted as follows:—

Grackle 1
Gragaloch 2
Annandale 3

There were 43 runners. The winner won by one and a half lengths, ten lengths separating second and third.

The betting was:—100 to 6 agst. Grackle, 25 to 1 agst. Gragaloch, and 100 to 1 agst. Annandale.

The runners were identical with those already published.

The ticket in the Irish Hospital Sweepstake which drew Grackle is held by "Isola," Battersea Park, London. He is the owner of an Italian coffee shop, and all of his 40 relatives have a share.

Sale of Sir Lindsay Tippet in Sweep.

TIENTSIN, Mar. 27. The holders of the Sir Lindsay Tippet in the Irish Grand National Sweepstake, which was originally bought by Mrs. A. Morris of Tientsin, have sold a half-share in the ticket to a London syndicate for £7,500, with an agreement for an extra £4,000 should the horse be placed second, or £3,000 should it be placed third. Should the horse win or be unplaced, the £7,500 only stands.

SUNDAY OBSERVANCE AT HOME.**BILL BEING PREPARED BY GOVERNMENT.**

[THROUGH REUTERS' AGENCY.]

LONDON, Mar. 26. In the House of Commons Mr. Clynes, Secretary of State for Home Affairs, announced that the Government were introducing a Bill legalising the Sunday opening of places of amusement, but leaving local authorities to decide whether the opening in their area was expedient.

Bill Left to Free Vote of House.

[BRITISH WIRELESS SERVICE.]

ROGEE, Mar. 26. The Home Secretary, Mr. J. R. Clynes, announced in the House of Commons to-day that in view of the public demand for a review of the problem of Sunday entertainments, the Government would introduce a Bill for the purpose, not of advocating a particular policy, but of affording Parliament an opportunity to discuss the situation which had arisen from the recent decisions in the Courts and to find a solution which would approximate more closely to the wishes of the nation as a whole.

As a starting point for discussion, the Bill would accordingly provide machinery for regulating the existing practice.

Local authorities would be empowered to grant permission for Sunday opening, subject to such conditions as they thought fit, and provision would be made in the Bill for a continuance of the existing practice under which the Sunday opening of cinemas had been subject to the condition that the profits should be given to approved charities and that no employees should be worked for seven days in a week.

It would be for Parliament freely to determine whether the existing law as declared by the Courts should remain unaltered and whether the existing practice should be legalised, or whether that practice should be modified or extended.

The measure, which would be left to the free vote of the House, would be introduced as soon as possible after Easter.

BYE-ELECTION AT SUNDERLAND.**CONSERVATIVE CANDIDATE SUCCESSFUL.**

[THROUGH REUTERS' AGENCY.]

LONDON, Mar. 27. The result of the bye-election at Sunderland was as follows:—

Mr. Thompson (Conservative) 30,407
Mr. Brownlie (Labour) 30,075
Miss Betty Morgan (Liberal) 15,004

The result is a Conservative gain.

HAMMERSTEIN BANKRUPT.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Mar. 27. Mr. Arthur Hammerstein, producer of "Rose Marie," and other popular musical shows, has filed his petition in bankruptcy.

AUSTRO-GERMAN CUSTOMS PLAN.**BRITAIN MAY HAVE TO CONSIDER SITUATION.**

[THROUGH REUTERS' AGENCY.]

PARIS, Mar. 26. Mr. Arthur Henderson, Foreign Minister, told British Pressmen to-day that if the Austrian and German Governments declined to submit the Customs plan to the League of Nations he would have to consider the situation, but he could not imagine this to be their final attitude.

Conservative Opinion.

[BRITISH WIRELESS SERVICE.]

Next year's World Disarmament Conference was mentioned in the House of Commons to-day by Sir Donald Maclean.

In the debate many members emphasised the great importance of reviewing the agreement and assured the Government of support in an active policy to enable them to reach success.

Sir Donald Maclean first referred to the proposal of Germany and Austria to enter into a Customs Union and the welcome gesture made by the Foreign Secretary in Paris that the matter should be taken to and discussed in a friendly spirit by the League of Nations. He hoped that we might see the beginning of a cessation of the devastating war in tariffs between nations, which was more productive of competition than armaments, than the whole range of national antipathies put together.

Trade Revival and Mitigation of Unemployment.

On disarmament, Sir Donald Maclean said that a revival of trade and the mitigation of unemployment depended very largely on getting rid of competitive armaments. A tremendous task was imposed on next year's Conference, and he believed the whole country would be behind the British delegates. If the Conference failed humanity would be placed on a descending scale leading to the destruction of civilisation.

Dr. Dalton Replies.

The Under-Secretary of Foreign Affairs, Dr. Hugh Dalton, replying for the Government, said that in regard to the proposed Austrian-German Customs agreement he had no more information to give. He could only say that the Foreign Secretary, Mr. Henderson, was very anxious that no movement promising a reduction to European Tariffs should be jeopardised by a misunderstanding or a mistake. They were following a policy which they had always pursued, that any question in which susceptibilities might be aroused should be considered in a friendly atmosphere by the Council of the League of Nations.

As to disarmament, he was very (Continued on next Column.)

FRANCO-ITALIAN NAVAL AGREEMENT.**AMERICAN "BLESSING" BEING WITHHELD.**

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, Mar. 27. Mr. Stimson has cancelled his plan to broadcast his address tomorrow blessing the Franco-Italian Naval Agreement.

He now declares that he will withhold comment until the Pact is completed and the full text available.

Mr. Stimson saw the German Ambassador yesterday.

SPANISH STUDENTS DISTURBANCE.

[THROUGH REUTERS' AGENCY.]

BARCELONA, Mar. 26. The students barricaded themselves in the University and appeared at the windows wearing masks.

They telephoned to the factories urging the workers to join them in a general strike.

Ensigns were thrown out of the windows bearing republican inscriptions. A portrait of the King was slashed to ribbons and three Communists within the University fired on the police till their ammunition was exhausted and then escaped with the students.

glad to notice the growing feeling in all parties in the need for a check to the continual increasing of armaments. The Government could go forward in the knowledge that all parties were behind them.

Want of Diplomatic Tact.

Sir Austin Chamberlain, after saying that Conservatives fully shared the hope for the success of the Disarmament Conference, referred to the Austrian-German Customs proposal and said that, whatever view we took, we and other nations who had been engaged in conferences for the proposed tariff truce or its "conversations" and conferences which had taken place for some closer union among European States, had reason to complain when a project of that kind was secretly matured while those "conversations" were proceeding, and was suddenly sprung on other parties.

He could not help feeling that it showed a want of diplomatic tact on the part of the two parties not to have taken the other nations earlier into their confidence. He was wholly with the Foreign Secretary in the course he had decided to take of bringing the matter before the Council of the League of Nations. He was very glad that Mr. Henderson had done that.

**ARE YOU A JUDGE OF WHISKY?**

MEN have been known to think, and even heard to say, that the whisky with a "kick" or a bite is stronger than the whisky without it.

It is very seldom so. That "kick" generally is due to one fact and one fact only, which is the admixture of raw spirit to a blend. There is no "kick" discernible in the old WHITE HORSE WHISKY. Perfect smoothness gives it pride of place.

WHITE HORSE WHISKY

Sole Agents:

JAMES MATHESON & CO., LTD., Merchants, Hong-Kong.

CAN I GET A BATH NOW?

OF COURSE YOU CAN
— AT ANY TIME —
IF YOU HAVE A

GAS GEYSER.

Instantaneous Water Heaters to suit every requirement on Hire, Sale and Hire Purchase.

INSPECT MODELS AT
OUR SHOWROOMS.

HONG KONG & CHINA GAS CO., LTD.

CENTRAL SHOWROOM ... ICE HOUSE STREET

(Near Star Ferry)

KOWLOON SHOWROOM ... 245, NATHAN ROAD

(Corner of Jordan Road)

OFFICES—WEST POINT. PHONE 20000.

Sports News

TO-DAY'S FOOTBALL.

SENIOR LEADERS HAVE A LIGHT TASK.

NO IMPORTANT MATCHES.

League football matches for decision this afternoon will not attract much attention considering that South China are not meeting strong opposition and the few teams with some hope still left in the championship are also hopeful of getting the points from those on the lower rung of the ladder.

There are five First Division matches. South China should not have any difficulty in taking the points from St. Joseph's and strengthening their position as champions. Kowloon play at Athletic at Chatham Road and the Club should win. A keen game is anticipated on the Railway ground between the Athletic and Police in which the Chinese are likely to turn the points in their favour.

The meeting at Happy Valley between the Club and Navy should attract much support. The Navy have lost some of their star-players with the departure of H.M.S. Kent, but in spite of this they should just about manage to take the points. Revere, unless they put better material on the field than they have been doing lately, will not have any chance against the Borderers.

Junior Games.

There are only two games in the Second Division. Kowloon took the points from the Athletic at the Stadium recently and should do so again on home ground. The University may be depended upon to give the Borderers a good game, but the latter, with their hopes fixed on finishing at the top, will be all out after the points.

The R.A.O.C. are in a good position to oust the Borderers from the top of the Third Division. This afternoon the Ordinance men play South China at Caroline Hill and there is every prospect of their taking the points from the Chinese. The only other match in this division is between the Engineers and the Airmen in which the latter, after their recent heavy score against the R.A.S.C., will be favoured for the points.

The following are the fixtures:—

Division I.

(Kick-off at 4.30 p.m.)
Police v. Athletic, Kowloon F.C. ground.
S. China v. St. Joseph's, Caroline Hill.
Kowloon v. R.A., Chatham Road.
S. W. Borderers v. Revere, Soakung.
H.K.F.C. v. Royal Navy, Club ground.

Division II.

(Kick-off at 2.30 p.m.)
Kowloon v. Athletic, Kowloon F.C. ground.
University v. S.W. Borderers, Athletic ground, H.V.
(Kick-off at 3 p.m.)

Division III.

R.A.F. v. R.E., Chatham Road.
R.A.O.C. v. South China, Caroline Hill.

Probable Teams.

Police: Perkins, Wynne, Baker, Thorpe, Brittain, Shepherd, Pile, Wheeler, Oram, Fraser and Bentley.
Kowloon: Penny, Martin, Dowman, Hedley, McKelvie, Bliss, Pile, Simpson, Gillett, Greenwood, Janson.
Kowloon Reserves: Angus, Guest, Williams, Everest, Gilchrist, Cameron, Eastman, Whiting, Spary, Cotton and Bickford.

WEEK-END SPORTS FIXTURES.

MATCHES AT A GLANCE.

The following fixtures have been arranged for to-day:—

Athletics.

Queen's College Annual Sports, Causeway Bay, noon.
Argylls and Sutherland Highlanders Sports, Soakung, 1.30 p.m.

Cricket.

League: Div. I.—H.K.C.C. v. C.O.C. H.K.C.C. v. University.
Friendlies:—C.O.C. v. I.R.C. C.S.O.C. v. University.

Fencing.

Hong Kong Fencing Club Meet, 5.15 p.m.

Hockey.

Over Clark Cup: Revere v. H.K. Ladies, King's Park, 3.30 p.m.

Rugby.

Triangular Tournament: Club v. Navy, Club ground, 4 p.m.

H.K.C.C. TENNIS TOURNAMENT.

"S.A." ENTERS SEMI-FINAL.

A DIFFERENT NG SZE KWONG.

The meeting, between two ex-champions of the Colony, S. A. Rumjahn and Ng Sze Kwong in the fourth round of the Open Singles Championship of the Colony, drew a large crowd yesterday to the Hong Kong Cricket Club, in anticipation of a good struggle. Before the match had gone far, however, it became obvious that the former had his opponent in hand, and without much opposition, he eventually won by 6-1, 6-4, thus being the first competitor to enter the semi-final round.

From a spectator's point of view, the match produced a disappointing exhibition. On reputation alone, Ng Sze Kwong is well worth more than five games, but he failed yesterday to do himself justice, or to realise his supporters' hopes of a close and exciting contest. He did not assert himself, displaying a lack of initiative and enterprise, which latter qualities played such an important part in his brilliant success over P. Kong in an earlier round. He improved in the second set, but appeared to be undecided what to do each time he received a shot, most of his returns being in consequence feeble.

Rumjahn, it is fair to add, produced the consistent form he has shown so far this season. His happy performance in covering the court somewhat delighted the gallery, while he timed and hit the ball with good judgment.

The Play.

In the opening set, Ng Sze Kwong appeared at sea on account of the fast shots sent over by Rumjahn, and managed to take a solitary game after the Indian had won five. He immediately at the start of the second set, in which the struggle for the opening games proved to be the best feature of the match. The two engaged each other in some smart rallies, the Chinese cleverly tricking his opponent out of position, while the Indian earned several important points by his speed in retrieving difficult shots. Ng led at 1-0, and then equalised at 2-2. After an interesting struggle, Rumjahn seized the lead at 4-3, and profiting from errors by his opponent increased it to 5-3. Ng was deservedly applauded for reducing the lead to 5-4, but after bringing the score to deuce in the following game, he fell off, leaving Rumjahn winner of the match.

OTHER RESULTS.

Many ties were also decided in the handicap events, resulting as follows:—

Handicap Singles "A."

M. H. F. Waring (scr.) beat D. M. MacDougall (owe 3/0) 6-4, 3-0, 7-5.

Handicap Singles "B."

T. J. Price (owe 15) beat Capt. Williams (owe 15) 6-2, 6-4.
O. G. Anderson (scr.) beat R. M. Wood (scr.) 2-6, 6-2, 6-4.

Handicap Doubles.

T. J. Price and E. R. Price (owe 2/0) beat Robb and Bryden (res. 15) 6-1, 6-4.

Foley and Montgomery (owe 3/0) beat Johnson and Ainger (res. 2/0) 6-4, 6-3.

Sayer and Humphreys (owe 15) beat Womack and Langston (scr.) 6-2, 6-3.

Stabb and Lee (scr.) beat Prophet and Forsyth (owe 2/0) 6-3, 6-1.

LAWN BOWLS.

ARRANGEMENTS MADE FOR THE SEASON.

LEAGUE MATCHES TO COMMENCE ON MAY 2.

Presiding at the annual meeting of the Hong Kong Lawn Bowls Association held yesterday, Mr. B. Wylie indicated that there was a possibility of a team of bowlers from Australia visiting Hong Kong and Shanghai this season. Correspondence between the Association and the Victoria Bowling Green, Melbourne, extending an invitation and offering facilities for playing games with the local Clubs, was placed before the meeting.

Eight teams entered in each of the First and Second Divisions of the League, the same as last year. The Police Recreation Club remain in the First Division, as the Civil Service team, finishing at the top of the Second Division, did not desire promotion to the First Division where they are already represented.

Continued at foot of next column.

GOLF.

ROYAL HONG KONG GOLF CLUB.

STARTING TIMES FOR TO-MORROW.

9.08 a.m. C. B. Riggs and G. B. S. Thomson.
9.15 " Not to be booked by those arriving by train.
9.20 " Capt. Weir and Comdr. Priestley.
9.24 " R. J. Edwards-Jones and S. J. H. Fox.
9.28 " P. S. Grant and J. B. Lanyon.
9.32 " S. T. Butlin and A. C. Ellis.
9.36 " C. B. Brown and F. Lobel.
9.40 " G. J. B. Wolfe and R. C. Law.
9.44 " T. Lindars and G. T. May.
9.48 " J. Whyte and W. Pater.
9.52 " W. S. Hillier and H. Hampton.
9.56 " W. C. Shields and J. Stuart.
10.00 " G. H. Wilson and G. Cantle.
10.04 " A. Lench and N. K. Littlejohn.
10.08 " B. D. Evans and W. H. B. Riggs.
10.12 " G. W. Reeve and C. Mycock.
10.16 " O. Eager and A. D. Humphreys.
10.20 " R. K. Hepburn and A. C. I. Bowker.
10.24 " R. M. Wood and J. E. Richardson.
10.28 " C. W. Jeffries and T. S. Whyte-Smith.
10.32 " E. H. Williams and G. A. Leiper.
10.36 " P. Sykes and L. Yates.
10.40 " A. O. Brown and W. S. Dykes.
10.44 " G. T. Thach and K. K. Rounds.
10.48 " G. A. L. Plummer and T. A. Martin.
10.52 " S. A. Slep and W. N. Buyers.
10.56 " E. L. Hosie and W. A. Cornell.
11.00 " J. P. Sherry and C. P. Ross.
11.04 " V. R. Gordon and A. H. Penn.
11.08 " Q. A. A. Macfadyen and G. Thomerson.
11.12 " R. M. O'Shea and W. C. Clark.
11.16 " W. R. Vallance and H. S. V. Mossop.
11.20 " D. E. C. Cleland and I. C. Hight.
11.24 " C. H. M. Andrew and M. N. Cochrane.
11.28 " A. H. Ferguson and A. B. Purves.
11.32 " A. Ritchie and R. Young.
11.36 " O. M. Gee and L. H. Ruffin.
11.40 " E. Stone and J. Coulthart.
11.44 " C. B. Maturin and E. J. Dowley.
11.48 " D. J. Keogh and H. Lowe.
11.52 " O. B. Matthews and R. F. Clark.
11.56 " L. G. S. Dodwell and J. M. Walker.
12.00 noon A. R. Cox and G. G. S. Thompson.
12.04 p.m. E. Des Vaux and L. R. Andrews.
12.08 " P. S. Cassidy and G. W. Garrett.

Starting Times.

It was arranged to commence the League season on May 2. An important suggestion brought forward in this connection by Mr. E. W. L. Hoggins was that matches should commence at 4 p.m., instead of 3.30 p.m., which was inconvenient in the summer months. This suggestion was agreed to by Club representatives present.

May 9 was fixed as the closing date for entries in the Open Singles Championship.

The draw for the Spey Royal Cup Competition resulted as under: Upper bracket, Club Recreation v. Hong Kong Electric R.C. (bye); Lower bracket, Kowloon Bowling G.C. and Crisgenower. Lower bracket, Kowloon O.C. v. Yacht Club, winner to meet the Police (bye); Kowloon Dock v. Civil Service.

Election of Officers.

The following officers were elected for the season: President: Mr. A. O. Brown. Vice-President: Mr. B. Wylie. Hon. Secretary: Mr. C. J. Tocchi.

Hon. Treasurer: Mr. B. E. Maughan.

Hon. Auditor: Mr. A. Ritchie.

Mr. Brown, in thanking the meeting for his election as President, spoke on the value of lawn bowls as a means of promoting good fellowship between people of different races. He suggested that the Sports Club, Chinese Recreation Club and the Chinese Y.M.C.A. should consider the question of taking to lawn bowls, and he promised every assistance in this direction.

Owing to the illness of Mr. Maughan, the Hon. Treasurer, the accounts were not completed for presentation at the meeting. A proposal was made empowering the Committee to pass the accounts when they were ready.

KING'S COLLEGE SPORTS.

ENJOYABLE AFTERNOON AT CAROLINE HILL.

SCHOOL'S FIRST ATHLETIC MEETING.

The students of King's College held their first athletic sports on the South China ground, Caroline Hill, yesterday, and a very enjoyable afternoon was spent by the staff, pupils and their friends. Weather and ground conditions were very favourable, with the result that several very keen finishes were seen. The senior championship was won by Wong King Fuk with 94 points, while Leung Wai Sang claimed the junior title with 14 points. The runners-up were Leo Man Chung (8 points) and Chan Hon Sang (7 points) respectively.

At the conclusion of the sports Mr. A. Morris, the Headmaster, gave away the prizes. He made a short speech congratulating victors and vanquished alike on the fine show they had put up and said he hoped this would be the first of many of such meetings.

Results.

The results were:—
100 Metres (Senior).—1, Wong King Fuk; 2, Chan Lu Chuen; 3, Lee Pui Sham.

100 Metres (Junior).—1, Leung Wai Sang; 2, Chan Hon Sang; 3, Lui Hon Lu.

100 Metres (Classes 7 and 8).—1, Hui To Kee; 2, Sam Ka Mong; 3, Xung Ting Cheuk.

200 Metres (Senior).—1, Wong King Fuk; 2, Chan Lu Chuen; 3, Li Man Chung.

200 Metres (Junior).—1, Leung Wai Sang; 2, Chan Hon Sang; 3, Ip Pui.

100 Metres (Boys under 12).—1, Hui Shu Wing; 2, Liu Sik Fan; 3, Liu Shu Pui.

Long Jump (Senior).—1, Chan Dick Fai; 2, Walter Sui and Lee Man Chun.

Long Jump (Junior).—1, Lau Tak Shan; 2, Tam Tin Ting; 3, Leung Wai Sang.

300 Metres (Classes 7 and 8).—1, Leung Kan Chuen; 2, Richard Sio; 3, Hui To Kee.

400 Metres Inter-class Relay (Senior).—1, Class 3; 2, Junior II.

400 Metres Inter-class Relay (Junior).—1, Class 4; 2, Class 4; 3, Class 4a.

High Jump (Senior).—1, Wong King Fuk; 2, Wu Pak Luen; 3, Li Man Chung.

High Jump (Junior).—1, Lau Tak Shan; 2, Kwok Hin Wing; 3, Leung Wai Sang.

Masters' Relay Race.—1, European Masters; 2, Chinese Masters.

130 Metres Hurdles (Senior).—1, Irwin Wong Tape; 2, Leo Man Chung; 3, Fok Chik Kuen.

130 Metres Hurdles (Junior).—1, Leung Wai Sang; 2, Leung Wing Hong; 3, Chan Hon Sang.

400 Metres (Chinese 7 and 8).—1, Richard Sio; 2, Wu Kwong Chi; 3, Chan Kwok Leung.

400 Metres (Senior).—1, Li Man Chung; 2, Chan Lu Chuen; 3, Wong King Fuk.

400 Metres (Junior).—1, Leung Wai Sang; 2, Chan Hon Sang; 3, Sun Kwong Kuen.

1,600 Metres (Open).—1, Chan Sam Pui; 2, Ng Pui Kit; 3, Chan Bick Fai.

800 Metres (Senior).—1, O King Yee; 2, Wu Pak Luen; 3, Li Pui Shum.

Senior Champion.—Wong King Fuk, 94 points; runner-up Leo Man Chung, 8 points.

Junior Champion.—Leung Wai Sang, 14 points; runner-up Chan Hon Sang, 7 points.

HEALTH IN EASTERN PORTS.

The following health bulletin of Eastern ports, for the week ended March 21, has been issued:—

Plague.	Cases.	Deaths.
Baghdad	3	3
Bombay	1	2
Colombo	3	3
Phnom Penh	—	1
Cholera.		
Calcutta	102	68
Chittagong	3	3
Madras	5	3
Nagasaki	—	1
Pondicherry	26	6
Bangkok	1	1
Phnom Penh	—	1
Salgon	1	—
Small-pox.		
Bombay	1	1
Calcutta	69	54
Chittagong	3	—
Cochin	17	1
Karachi	3	—
Madras	3	—
Rangoon	1	—
Salgon	—	1
Canton	—	2
Shanghai	—	2
Greater Shanghai	1	—
Cerebro-Spinal Fever.		
Shanghai	—	0

SACRAMENTO WINS.

STOKER LAKE BEATEN ON POINTS.

UNPOPULAR DECISION.

The match in Shanghai between Joe Sacramento and Stoker Percy Lake, turned out to be really a disappointing affair. The fight was for the so-called Lightweight Championship of China, Sacramento holding the Shanghai title, whilst Lake holds that of Hong Kong. The decision went to Sacramento, and was received with little acclamation, the majority being of the opinion that Lake won easily. He was much the cleverer man, but was inclined to treat his opponent with something approaching contempt, thereby losing valuable points. Sacramento never properly landed his famous right, and the sailor made him appear as slow as a cart-horse. Sacramento had 24 lb. the better of the weights, he being 130 lb., whilst Lake was 127 lb.

The fight was marred by foul blows on both sides, Lake hitting low several times, whilst Sacramento twice hit his man when breaking. Throughout the fight, Lake scored at will with a very clever left and piled up enough points with this alone easily to give him the fight. Sacramento tried very hard to get over his "sleeping-draught," but, although he landed several half-strength blows, Lake was much too fast and clever for him, and slipped anything dangerous very easily. Lake twice was in tight corners and each time he extricated himself with clever footwork.

After piling up a good points lead, Lake became a little careless, and offered his jaw for Sacramento to hit. Lake took a couple of hard rights to the head in the seventh, and had a bad time in the eighth, when Sacramento got him with rights to the jaw and body, the latter punch forcing Lake to take a count of seven. The Stoker recovered well and again scored repeatedly with his left. Sacramento got home with another hard right in the ninth, but Lake again got himself out of a difficult situation by excellent ring-craft. Sacramento was all out for a knock-out in the last round, but Lake used the ring and made his opponent miss with everything he sent over. The person most surprised at the decision probably was Sacramento, who danced around the ring with joy.

HOME FOOTBALL.

ENGLISH LEAGUE MATCHES FOR TO-DAY.

A FULL PROGRAMME.

Scottish League teams in the First Division are not taking part in the Home football programme to-day. English League teams have a full fixture list as under:—

Division I.

Aston Villa v. Blackpool.
Bolton v. Manchester C.
Chelsea v. Leeds.
Grimsby v. Birmingham.
Huddersfield v. Blackburn.
Liverpool v. Portsmouth.
Manchester U. v. Sheffield U.
Middlesbrough v. Arsenal.
Newcastle v. Sunderland.
Wednesday v. Leicester.
West Ham v. Derby.

Division II.

Bradford v. Cardiff.
Burnley v. Bradford C.
Millwall v. Bury.

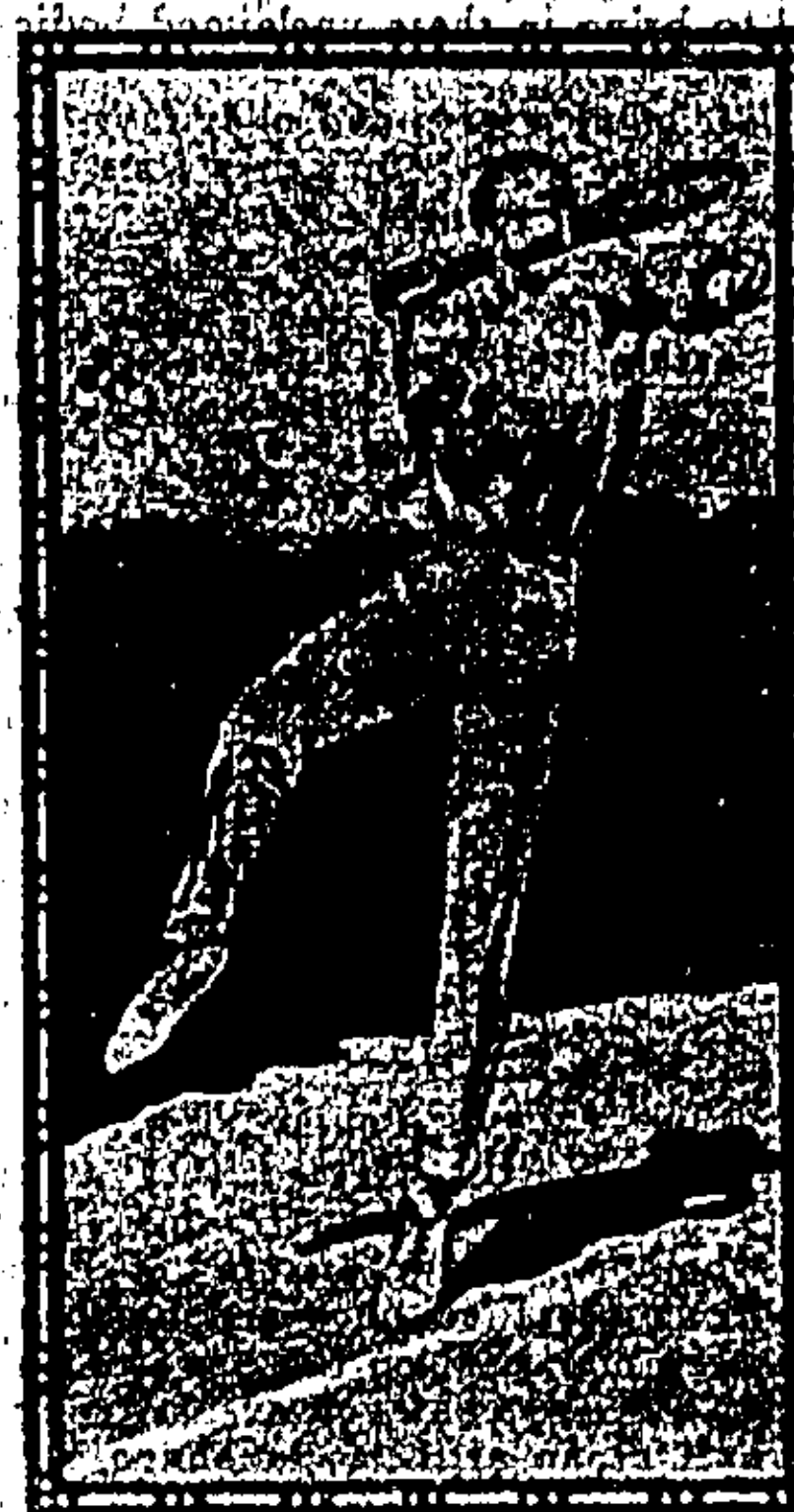
Division III. (Southern).

Brentford v. Clapton O.
Brighton v. Bournemouth.
Bristol R. v. Walsall.
Crystal P. v. Thames.
Exeter v. Swindon.
Gillingham v. Fulham.
Kewston v. Queens' P.R.
Kewstport v. Colchester.
Northampton v. Notts C.
Southend v. Norwich.
Torquay v. Watford.

Division III. (Northern).

Accrington v. Stockport.
Barrow v. Halifax.
Carlisle v. Hartlepool.
Chesterfield v. Darlington.
Crewe v. Doncaster.
Rochdale v. Gateshead.
Rotherham v. Nelson.
Southport v. New Brighton.
Tranmere v. Lincoln.
Wrexham v. Wigan.

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CHURCH NOTICES.

ST. JOHN'S CATHEDRAL,
HONG KONG.

MARCH 29, 1931, Palm Sunday.—
Holy Communion at 8 a.m.
Holy Communion (Peak Church) at 8 a.m.
Children's Service at 10 a.m.
Choral Fichard and Sermon at 11 a.m.
Preacher:—Rev. H. V. Koop.
Subject:—"The Completeness of Christ."
Evening at 8 p.m.
Lecture at 8.30 p.m. Followed by discussion.
Subject:—"Is Jesus Divine?"
Speaker:—"The Dean."
Before Easter:—
Monday Holy Communion... 7.45 a.m.
Tuesday Mattins... 9.00 a.m.
Wednesday Evensong and Address... 6.15 p.m.
Thursday

WESLEYAN METHODIST CHURCH.

Queen's Road, East, WANCHAI.
Opposite Royal Naval Hospital.

SUNDAY, March 29, 1931.—
Morning Service—10.15 a.m.
Preacher:—Mr. W. H. Smith.
Subject:—"Faith."
Evening Service—Memorial Service for the late Mr. Chas. Makoham; conducted by the Rev. J. C. Knight Aarseth, commencing at 6 p.m. All friends are heartily welcome.
Sunday School every Sunday at 3 p.m.

SAILORS' AND SOLDIERS' HOME, WANCHAI.

SUNDAY, March 29, 1931.—
8.15 p.m.—Service Men's Hour.
TUESDAY, 31st March, 1931.—
8.00 p.m.—Special Meeting for Service Men.

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass, U.S.A.)

MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, March 29, 1931, at 11.15 a.m.—
Subject:—REALITY.

The Sunday School is held on Sunday Mornings at 10 o'clock.
Wednesday Evening Meeting at 8.30 p.m.
Reading Room at above address, open: Tuesday and Friday, 10 a.m. to 12 Noon; Monday and Thursday, 2.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room.

UNION CHURCH.

(KENNEDY ROAD).

SUNDAY SERVICES on Mar. 29, 1931:—
Morning Service at 11 a.m.
Preacher:—Rev. E. G. Powell.
Evening Service at 8 p.m.
Preacher:—Rev. F. Short.
Social Hour after Evening Service.
Sunday School:—
Kennedy Road at 10 a.m.
Taikoo at 2.45 p.m.

WEEK-END WIRELESS PROGRAMMES.

BROADCAST BY Z.B.W. ON 355 METRES.

DANCE MUSIC TO-NIGHT.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report, local time and commercial news.
2 p.m.—Close down.
2 to 7 p.m.—Chinese programme.
7 to 8.30 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. Moutrie & Co.

Musical Comedy.

"Dear Love"—Selections.—New Mayfair Orchestra.
"Rose Marie"—Lambert Murphy (Tenor).
"Indian Love Call"—Virginia Ren (Soprano).
"Five O'Clock Girl"—Selections.—New Mayfair Orch.
"Love Lies"—Selections.—New Mayfair Orch.
"No. No. Nanette"—Vocal gems. Victor Light Opera Company.
7.30 to 8.03 p.m.—Four Ballads of Chopin played by Alfred Cortot.
"Ballade in G Minor, Op. 25."
"Ballade in F Major, Op. 38."
"Ballade in A Flat Major Op. 47."
"Ballade in F Minor, Op. 25."
8.03 to 8.30 p.m.—
Symphony No. 1 in C Minor (Brahms).—Leopold Stokowski.
Symphony No. 1 in C Minor (Brahms).—Leopold Stokowski and Philadelphia Symphony Orchestra.

Organ Solos.

"Londoner's Air" (arr. Stewart Archer).—Reginald Goss Custard.
"Chelsea Fyre" (Goss Custard).—Reginald Goss Custard.
"Drink to Me Only With Thine Eyes" (Calcott).—Reginald Foot.
9 p.m.—Weather report, local time, etc.
9.05 to 9.30 p.m.—
Concert Items.

SUNDAY.

10 to 11 a.m.—St. Joseph's Church relay.
1. Blessing of the Palmis.
2. Holy Mass.
a. Kyrie.
b. Tristis est anima Mea (L. Perosi).
c. Eram Quasi Agnus (L. Perosi).
d. Beati Qui Lugent (L. Perosi).
e. Offertory.
f. Sanctus, Agnus Dei and Benedictus.
3. Benediction of the Blessed Sacrament.

POLICE WITHDRAW CHARGES.

SCHOOLMASTER & STUDENT DISCHARGED.

Charges against a Chinese schoolmaster in Government service and against a Chinese student were withdrawn by the police yesterday. The case concerned Pun Sik Lung (41), described as a teacher at the Yauwatt Government School, and Chung Chi Lui (10), who appeared on remand before Mr. Schofield at the Central Police Court yesterday, accused of conspiring to cheat the Government of \$8 in money.

Chief Detective Inspector Reynolds, for the police said: I have received instructions to withdraw the charge, with your Worship's permission.
Mr. Schofield: On what grounds?
Mr. Reynolds: Instructions were received in the first place from the Director of Criminal Intelligence, and the Crown Solicitor was consulted. Instructions were then received for the arrest of the defendants.
"The facts against the defendants," continued the C.D.I., "appeared to be quite strong, and it was not considered that statements should be asked from them as in the meantime they might abscond. The defendants have put forward a story which is extremely difficult to disprove, and it may be correct. There are certain outstanding features in the case, and I ask your Worship to look through the files to see the grounds on which the arrests were made."

Both defendants were discharged.

A U.S. BANKER ON SILVER.

ADVOCACY OF ABSENCE OF INTERFERENCE.

Los Angeles, Cal., March 10.—While silver values are fluctuating and while the value of the white metal is in a period of decline the Government should maintain an attitude of "hands off the silver situation," according to a suggestion made here to-day by Mr. Ira Cross, a member of the board of regents of the American Banking Institute.
In an address Mr. Cross said that the price of silver undoubtedly will continue to fluctuate in harmony with the general business trend and in harmony with the price levels for other commodities. There will always be a demand for silver, Mr. Cross said. The white metal, he declared, will be demanded to a certain extent for coinage purposes regardless of whether any or no countries maintain their currency systems on a silver basis.
Mr. Cross' address was interpreted as disapproval of proposals that the United States should take the lead in convening an international silver conference.

HONG KONG SHARE MARKET.

BENJAMIN & POTTS' WEEKLY REPORT.

Messrs. Benjamin & Potts, in their weekly share report dated yesterday state:—
The March Settlement took place on Tuesday last and passed off satisfactorily. During the week a good deal of business has been done, including a fair proportion of investment stocks, but although there have been few improvements, rates on the whole have not shown much fluctuation. The market closes with a firmer tone with buyers predominating.

Banks.—Hong Kong and Shanghai Banks were dealt in at \$2,000 to \$2,025 and are required for at the close at \$2,015. The London quotation is unchanged.
Marine and Fire Insurances.—Unions have ruled steady and were realised against at \$630 to \$635. Cantons have had a further rise to \$1,400, but they close slightly lower with sellers at \$1,395. Hong Kong Fires have continued their advance to \$1,300 ex the dividend of \$50 and Exchange Bonus of \$10 just paid. China Fires can be placed at \$335. Underwriters are on offer at \$3.65.
Shipping.—Hong Kong, Canton and Macao Steamboats are wanted at the reduced rate of \$25. "Shells" Bearer have fallen away to 68/100. Other stocks in this section are more or less nominal.

Docks, Wharves and Godowns.—Kowloon Wharves are quiet at \$160. China Privates (Old) are stiffened and are saleable at \$5.25. Whampoa Docks are enquired for at \$20.50. Shanghai Docks are in request at \$108. Hongkew Wharves have risen to \$282. New Engineerings are wanted at the improved quotation of \$6.75.
Lands, Hotels and Buildings.—Hong Kong Lands weakened on account of the Settlement and were sold down to \$84.25. They are, however, firmer again with enquiries at \$84.50. Hong Kong Hotels have shown renewed strength and were dealt in extensively at various rates up to \$14.50, but at the time of writing the market has eased off to \$14. Humphreys Estates are on offer at \$16.70. Realty, with a final dividend of 20 cents pending, were placed at \$0.80 to \$0.90.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rupee, March 26.	
Paris	134.22
New York	4.55 29/32
Brussels	34.01
Geneva	20.38
Amsterdam	12.12
Milan	32.75
Berlin	20.38
Stockholm	18.14
Copenhagen	18.90
Oslo	16.10
Vienna	34.50
Prague	104
Helsingfors	103
Madrid	45.1
Lisbon	108.25
Athens	375
Bucharest	817
Rio	311/16
Buenos Aires	39 5/32
Montevideo	35
Bombay	1/5 27/32
Shanghai	1/3
Hong Kong	1/4
Yokohama	2/ 13/32
Silver, spot & forward	13

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Shipping.—Hong Kong, Canton and Macao Steamboats are wanted at the reduced rate of \$25.

"Shells" Bearer have fallen away to 68/100. Other stocks in this section are more or less nominal.

Docks, Wharves and Godowns.—Kowloon Wharves are quiet at \$160.

China Privates (Old) are stiffened and are saleable at \$5.25.

Whampoa Docks are enquired for at \$20.50. Shanghai Docks are in request at \$108.

Hongkew Wharves have risen to \$282. New Engineerings are wanted at the improved quotation of \$6.75.

Lands, Hotels and Buildings.—Hong Kong Lands weakened on account of the Settlement and were sold down to \$84.25.

They are, however, firmer again with enquiries at \$84.50. Hong Kong Hotels have shown renewed strength and were dealt in extensively at various rates up to \$14.50, but at the time of writing the market has eased off to \$14.

Humphreys Estates are on offer at \$16.70. Realty, with a final dividend of 20 cents pending, were placed at \$0.80 to \$0.90.

Public Utilities.—Hong Kong Electricies were negotiated in fairly large quantities at \$78 mostly for Settlement account. Hong Kong Trams are a shade firmer with business reported at \$17.70 and \$17.60.

There are buyers of "Star" Ferries at \$88 after transactions at this rate. China Lights are slightly better with enquiries at \$24.60.

Telephones (partly paid) have attracted more attention and the price has made further headway to \$39. Fully paid shares can be placed at the enhanced price of \$47.

Miscellaneous.—Green Island Cements (Combined) have been the medium of business at \$10.35 to \$10.45. Hong Kong Ropes were booked at improved rates up to \$13.05 ex the dividend of 75 cents just paid. Transactions were made in China Entertainments at \$19.40, but the demand has since been satisfied. Dairy Farms were booked \$24.50 and \$24. Construction changed hands at \$5.50. Malabons are saleable at \$40. There are sellers of Hong Kong Government Loan at 6 per cent. premium.

Mining.—Venezuela Goldfields were bid up to \$3.75. Benguela fetched \$107. Rauba at \$38 have not moved.

Cotton Mills.—Local sales have taken place in Eywa at \$14.00 and there are further buyers. Shanghai Cottons have appreciated to \$15.10. Zoong Singa receded to \$11.00.

Rubber.—The London price of the raw material is 3 7/16d. per lb. The following are the latest cable quotations received from the North:

Buyers.

Anglo-Javas 5.00 |

Anglo-Dutch 2.25 |

Batu Anam 0.25 |

Chemora 0.25 |

Consolidated 1.40 |

Kroonkeks 1.30 |

Ropins 0.75 |

Tanah Merans 0.85 |

Tebong 1.40 |

Ziangbes 4.50 |

Exchange.—The T.T. rate on London is 1/4 and on Shanghai 7 1/2.

Forward Settlement Days—April 2 and May 28.

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Exchange.—The T.T. rate on London is 1/4 and on Shanghai 7 1/2.

Forward Settlement Days—April 2 and May 28.

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M.V. "COE DI LANA"	Shanghai & Japan	13th Apr.	24th Apr.
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ENGINEERING TRIUMPHS IN HONG KONG.

TRIBUTE BY H.E. THE GOVERNOR TO
LOCAL WATERWORK ENGINEERS.

PLEASANT FUNCTION AT ENGINEERS' INSTITUTE.

A glowing tribute to the many feats of engineering triumphs accomplished in the Colony was paid by H.E. Sir William Peel at the Annual Dinner of the Institute of Engineers and Shipbuilders of Hong Kong last night.

The function was very well attended, practically all the leading residents being present including H.E. Major-General J. W. Sandilands and Vice-Admiral Sir Howard Kelly. Mr. R. M. Dyer presided, and after proposing the toast of "The King" proposed the toast of "The Honorary President," to which Sir William Peel replied. It was in the course of the reply that His Excellency referred to the many successful engineering achievements in the Colony. He also gave some indication of the progress of the Shing Mun reservoir scheme.

FIFTEEN YEARS' WATER SUPPLY IN VIEW.

PRESIDENT'S SPEECH.

In proposing the toast of "Our Honorary President," Mr. R. M. Dyer said:—"As President of this Institute the honour falls to me to welcome you all here to-night, more particularly our Honorary President, H.E. Sir William Peel on his first visit to these premises. By reason of his early training our Hon. President is well able to appreciate the difficulties which beset the way and make difficult the path of those engaged in applied science and I am sure he will always be sympathetic with us in these somewhat trying times."

Constructive Work.

It has been said that the way to success is to hitch your wagon to a lucky star but at the moment one is almost inclined to agree with the present Chancellor of Edinburgh University, the inventor of the modern fairy, when he said in his address to the students the other day, that in the prevailing gloom which seems to permeate everything it was difficult to discern any stars and there were very few waggons. From an engineering point of view this seems at present to be literally correct. By engineering, I do not mean those who are engaged in serving us with the power which drives our machinery or lights our workshops or those who ferry us safely across the harbour or even those who skillfully eject milk from the Dairy Farm cows, much and all as we admire them for their very efficient services but to the perhaps less fortunate people who are engaged in actual constructive or productive work.

The past ten years has been to most of them, a somewhat retrograde period, if the actual not making of money can be called retrograde, but during that period more actual progress has been made by engineering and shipbuilding than in the fifty years previously.

"Old Father Steam."

The baby of marine propulsion, the Diesel Engine, invented about 40 years ago by that eminent German engineer which bears his name, has grown to vast dimensions, and has long passed the experimental stage, is recognised as a reliable and economical prime mover and is installed in an ever growing proportion of the world's merchant marine of all sizes and powers.

Those electricians have supplied us with electric drive which has given satisfactory results in some of our largest mail boats; but I am pleased to see that there is still a good kick left in that favourite old friend, Father Steam.

The old steam reciprocating engine in conjunction with an exhaust turbine is now an economical commercial proposition, and next week we will have "The Pride of the Pacific" in the harbour, a vessel which generates high pressure superheated steam in her water-tube boilers burning fuel, propelled by geared turbine engines, with a resultant consumption of oil which is almost equal to the Diesel engine. A truly surprising result, which makes some of us agree with the famous remark made by that eminent Board of Trade engineer, Mr. Macfarlane Gray, who closed a discussion by prophesying that when the last trumpet was blown it would be blown with steam.

New Designs.

In my own particular trade, Naval Architecture, I am glad to say that those lineal descendants of Noah, have at last woken up and have done a great deal to improve the form of vessels, particularly

with regard to propeller and rudder design.

Gentlemen, it is a matter of 21 years since as a newcomer I had the honour to address you as President. In that time you have achieved a lot, though a great deal more still has to be done. Your docks, wharves, workshops and godowns which I consider the backbone of the existence of Hong Kong have been made larger and improved out of all recognition.

The ships built in Hong Kong of every size and type, propelled by the various types of machinery I have outlined, are to be found in the seven seas, and as good, there are so many Scotmen present that I dare not use a stronger adjective, as those built on my native River Clyde.

I have not the slightest doubt that when the clouds roll by and the stars begin to shine again, your waggons will be ready and in common with your professional brethren in other parts of the world you will meet with your share of an overdue but very proper reward. May I ask you to join with me in a toast of welcome to our respected Honorary President, H.E. Sir William Peel.

H.E. THE GOVERNOR.

Replying, H.E. Sir William Peel said:

Mr. Dyer, Your Excellency, and Gentlemen,—I have to confess that I have looked forward to this dinner with fear and trembling to this dinner to-night. Soon after I arrived in the Colony, I was told that it was one of the most important functions of the year, at which epoch making speeches were expected. I am afraid that expectation, so far as I am concerned will not be realised. Like many of you, I have spent more time on the mathematical and scientific side, and therefore lay no claim to the polished periods of the classical orator. Hitherto I had regarded members of the engineering profession as silent men, men of action, rather than of words; and I had always wondered which was the cause, and which the effect—whether there were so many Scotmen in the profession because it was a silent one, or whether it was a silent one because there were so many Scotmen in it! (Laughter.)

A Great Profession.

It is a great profession, and covers a large field, which is growing larger daily. It provides the framework of what we may call the artificial world, as contrasted with the natural; at the same time, it supplements nature and also harnesses her for its purposes.

When I arrived in Hong Kong last year I was greatly struck by the engineering feats that had been performed. Fine roads had been constructed along very difficult traces, sites had been prepared and houses built in a most difficult position, while large reclamations had been carried out with great skill. They say that faith can remove mountains and, though it cannot be regarded as the only factor, it must have been a big incentive behind the engineers who have levelled so many hills in Hong Kong. I always feel that an engineer who is asked to-day to construct a road or build a house on level ground must find it very dull.

Road Building.

Unfortunately, owing to the present financial position, road making has had to be slowed down, and it is still not possible to proceed with the Sai Kung Road. The road round by Tai Hang is being completed, and a great improvement has been effected in the motor road to the May Road level. I hope that before long it will be possible to widen the road from there to Magazine Gap, so shortening the distance by road to the Peak very considerably.

I should like to take this opportunity of congratulating Mr. Croxey and his department, and Mr. Anderson in particular on the successful completion of the Praya East Reclamation. This work has been carried out most successfully, and has provided a large area for rapid development.

Although there is little Government building in hand, there appears to be plenty of money for private development. The revenue derived from land sales last year exceeded two million dollars, an increase of nearly seven lakhs over the previous year. In consequence there has been much building activity and it is estimated that at the present time buildings to the value of twenty millions dollars are under construction.

Our Waterworks.

I have had some little experience of waterworks as President of the Municipalities of Penang and Singapore, and I have the greatest admiration for what has been, and is being achieved in regard to waterworks in the Colony. It is a most difficult question, far more difficult than it was in most places in Malaya; but the problem is being tackled with considerable success. One of the things which have impressed me is the construction of the catchwaters along the hills, so as to ensure the loss of as little of the rainfall as possible. Various works, including the Upper Aberdeen Dam, are now in progress. The large scheme, known as the Shing Mun Second Scheme, has been examined by the consulting engineers, and I think I can congratulate the Public Works Department, and Mr. Henderson, in particular, on the fact that their scheme in general has been approved by the consulting engineers, who however have recommended some extension of the scheme, which ought to render us safe in the matter of water supply for at least fifteen years. The work, however, will cost a good deal of money and it will be necessary to borrow funds for the purpose.

As you know, the vehicular ferry scheme has been approved, and the construction of the piers essential to it has commenced, while new ferry piers at Mongkok and Shamshuipo have been completed. Apart from this no harbour works of importance are in hand, but Government proposes to have a survey made in the near future with a view to ascertaining what improvements are desirable. I have also decided to appoint a Harbour Advisory Committee, in lieu of the unwieldy Harbour Board, to advise more particularly on technical matters connected with the Harbour.

Marine Engineering.

I believe that many of you are more interested in marine engineering. You have probably all heard of what is called the "romance of steam." If anyone, I doubt, has been such a romantic, I would advise him to read Kipling's "McAndrew's Hymn," and he will then see to his own detriment. Steam is still one of the most important factors, but it now has serious rivals in the shape of oil and electric power. It is, however, most important even in connection with the latter. A large hydro-electric scheme was proceeding in the F.M.S. at the time I left, and though a great deal was said about the cheapness of production through the means of water power, the Company had to ask the permission of Government to construct and later to extend a supplementary steam station, which was necessary to give the scheme any chance of success, for though costs of production at the steam station were higher, the capital cost and therefore the overhead charges were very much less. Talking of steam, and so of the steam engine, one of my earliest recollections in this world was of seeing one of the first (if not the first) railway steam engines, which used to be kept in the railway station at Newcastle-upon-Tyne. I was born not far from that town, and used to see it from time to time as a boy when I passed through.

Kowloon Dock.

In reviewing the engineering activities of Hong Kong, it is necessary to refer to the great shipbuilding establishments which have grown up in the Colony, and which are so vital to its prosperity. I was greatly impressed, on coming here, by the extensive docks and shipbuilding at Hong Kong, for while I was Chief Secretary, we had two launches built for the F.M.S. Railways by the Hong Kong & Whampoa Dock Company. The High Commissioner, Sir Hugh Clifford, christened one after my friend who I visited the dock. I congratulate Mr. Dyer and his Company on the dock development there, and on the successful enlargement which enabled them to deal with the new C.P.R. liner, the Empress of Japan. Mr. Dyer has kindly sent me a photograph, showing the dock when it accommodated the old Empress of Japan, which was built in 1891, and the dock, which was enlarged to take the new Empress this year. With the energy and skill of its present Manager, I have no hesitation in saying that it will not take another forty years to achieve a corresponding advance.

Mr. Dyer spoke quite lightly on further extensions, which to a moie layman seem formidable enough in that they necessitate driving deep into the solid granite hillsides. No doubt general depression has retarded shipbuilding, but I feel sure that improvement cannot be long deferred.

I read the other day that a new keel is to Glasgow like a large glass of whisky on a cold day. It warms the very core of her heart, and she even feels it in her finger tips. I don't whether it affects Mr. Dyer in the same way. Possibly that cabinet which he keeps in his office, and with which I have made acquaintance, has more material advantages. (Laughter.) I recently was taken all over the dock by Mr. Dyer, and was immensely interested with what I saw. I am not an accountant, but one of the things that struck me was that everything was being so carefully written down—of course an excellent thing—that the book value of the assets would be more than cash and securities would be long before long be nil.

Other Shipbuilders.

We have another shipbuilding firm of great repute in the Colony in the Takoo Dockyard and Engineering Company, who also possess a dock capable of accommodating some of the largest ships, and shipways capable of dealing with the shipping requirements of the port. The Company has already built three 3,000 ton vessels for the Blue Funnel Line. During 1930 business was slack, but new construction included a coastal vessel of 3,000 tons, two river steamers of 2,000 tons each, and a few steam lighters and launches. The Company also has a fine record in the matter of salvage work.

I understand that Messrs. W. S. Bailey & Co. have constructed during the year a number of wooden lighters, a steam dredger and two light steel lighters for Manila. There is also evidence of keen competition and development in the construction of smaller craft by Chinese shipbuilding firms. In short, in spite of the general depression, things are being kept going not too badly in the Colony and I feel sure that before long if we keep a stout heart, we shall see the clouds lift.

Gentlemen, I thank you for so kindly drinking my health to-night and for having made me the Honorary President of your Institution, to whose success I lift my glass. (Applause.)

THE GUESTS.

Welcoming the guests Mr. L. J. Blackburn said:—

It is my privilege to-night to welcome the guests, among whom are our honorary President, His Excellency Sir William Peel, who we cannot exactly term a visitor, although it is his first visit here, Vice-Admiral Sir Howard Kelly and His Excellency Major-General Sandilands. I would like to endorse our president's remarks concerning Sir William, who, we have seen has a firm insight into technical matters.

The presence of these distinguished visitors to-night gives us further encouragement to carry out the ideas for which this institution was originally formed—that is to provide a meeting place where engineers could discuss technical matters and also provide social functions. We are now in our 41st year and it is very largely due to the many stalwarts that we have connected with the institution.

We also have with us this evening a number of representatives of big engineering firms from England, and on behalf of the institution I offer them a warm welcome. We hope that their services will be required in the near future. I have much pleasure in giving the toast "Our Guests."

Sir Howard Kelly Replies.

In a bright response Sir Howard Kelly remarked that as a sailor, he could reasonably be regarded as one of the family. No branch of the applied arts, he said, had more Great Britain stand out so prominently as that which the gathering represented. Wandering round the world, one came across ships and navies of all countries, and he always looked with a great deal of pride on the craft that Great Britain has turned out.

It was not only the modern vessels that this remark applied to, but more particularly to the old craft that one came across in old corners of the world. They never wore out, and were going on all the time. That was where Great Britain was above the world.

Tonishing the present depression, Sir Howard said that other places besides Hong Kong had felt the pinch, but he thought that there were better times coming. Every one should try to be more economical. It was the day of the big enterprise and firms must work together and be able to produce at less cost. There was a good deal of opinion in that respect. In conclusion, he paid a warm tribute to Mr. Dyer, who he called a true friend to the Navy. He toasted the continued success and prosperity of the shipbuilders in Hong Kong.

DEATH OF MR. T. M. HEALY.

FIRST GOVERNOR-GENERAL OF IRISH FREE STATE.

(THROUGH REUTER'S AGENCY.)

LONDON, Mar. 28. Mr. Timothy M. Healy, the first Governor-General of the Irish Free State, and the most brilliant orator ever sent from Ireland to the British House of Commons, died to-day at his home near Dublin at the age of 75 years.

The late Mr. T. M. Healy was born at Bantry in 1855 and was called to the Irish Bar in 1885 being appointed Queen's Counsel in 1890, and was admitted as a Benchers at Gray's Inn, London, in 1905, being called to the English Bar in 1910. He successfully contested the Wexford Division in 1890 and also sat in Parliament for South Londonderry, County Monaghan, Louth, Longford and N.E. Cork. His publications include "Stolen Waters," "A Word for Ireland," "Loyalty Plus Murder," "Why Ireland is Not Free," "The Great Fraud of Ulster," and other political books. He acted as Governor-General of the Free State from 1922 to 1928.

In "Heads and Tails of My Day," the late Mr. T. M. Healy wrote that it was interesting to tell us of the stirring events of the time and of the men with whom he lived and fought for an active half-century.

Early Days and Trials. Born in a remote village in Cork facing the historic Bay of Bantry and the Kerry mountains, his family removed while the eldest son was a child of seven to the more placid surroundings of Lismore and the valley of the Blackwater. The famine years, with their countless graveyards and depopulated countryside, were still a vivid memory. "My father's lips trembled," he tells us, "when he recalled their horrors," and even in Lismore, the centre of the well-managed and flourishing Devonshire Estate, the overbearing "Land Question" was still at the root of everything. O'Connell, it is true, had gone down, broken in body and mind, leaving that question untouched, and for "Young Ireland"—the men of '48—it hardly existed, but it was still deep down in the minds of the peasantry and at the back of their every thought and action. "English-managed" estates and "Deasy's Act," based on Freedom of Contract, were the fashionable remedies of the day, but they did not touch the fringe of the great question, governed by the fundamental fact that for the mass of the people—tenants at will, living from hand to mouth, and never far off the starvation limit—there was no freedom to contract. But the economic and social catastrophe of the Great Famine had stunned the people, and in spite of Young Irelandism and Ribbonism the country was outwardly calm.

Sphinx of the Land Question. And yet, looking back, it is easy to see that the hot ashes were still there, ready when occasion was found to burst once more into flame. Catholic emancipation, granted 100 years ago, only intensified the agitation against tithes and against the Established Church generally. The eternal Sphinx of the land question, silent during the "good" years, lay in wait for the inevitable "bad" years, when it would once more begin to devour those who could not solve its riddle. The Times inaugurated a new departure in journalism by sending a highly qualified Special Commissioner, a young barrister—afterwards well-known as a Judge and a historian—whose letters, based on investigations patiently pursued from county to county and from estate to estate, produced a marked effect on the public opinion of England, and indeed of all Europe. The jaunty days of Palmerston—himself an Irish landlord of the old *laissez faire* school—were over, and it was recognised once more that "something must be done."

Gladstone's Return to Power. Gladstone went to the country, and came back with an overwhelming mandate for root-and-branch reform. The Church was disestablished and disendowed, and "the landlords' wings were clipped," as the phrase of that day went, by conferring on the tenants the right to compensation for "capricious eviction." And then for the inevitable paradox of Ireland must assert itself—it so happened that these very reforms started the movement that swept landlordism out of Ireland! For a section of Churchmen and landlords, enraged at the treatment they had received from an "alien" Parliament met in Dublin and founded the movement for Home Rule—the first time these words had been heard in Irish politics. And there was at least one Irish landlord far-sighted enough to see a still more deep-laying implication. "You have no landlord and tenant into one," said the young Lord Dufferin (himself a junior member of Gladstone's Government), "and the one must kick the other out."

Irish Landlordism Broken. Mr. Healy's volumes tell the story of that historic "kicking" (Continued on next column.)

NEW SOUTH WALES DEFAULT.

BRITISH GOVERNMENT CAN NOT REMAIN INDIFFERENT.

(THROUGH REUTER'S AGENCY.)

LONDON, Mar. 27. Questioned in the House of Commons as regards the New South Wales default in interest payments, Mr. J. H. Thomas expressed pain and surprise, adding that in view of the disastrous effects on Australia credit which would result from the default, he refused to believe that such a situation would be allowed to arise.

Mr. Thomas stated that although the service of these loans is a matter solely between the Government concerned and private loanholders and bondholders, the British Government cannot remain indifferent to the very serious repercussions that would follow an Australian State violating its obligations, and having regard to the Commonwealth Government's responsibility under the Financial Agreement of 1927 between the Commonwealth and the States, he had asked the Commonwealth High Commissioner to communicate with His Majesty's Government on the matter.

It was "the rain that rained away the Corn Laws" in England. It was a disastrously wet harvest in Ireland, combined with a collapse (still more disastrous, for it was permanent) in agricultural prices, that started the movement that broke the back of Irish landlordism. Mr. Healy—like Mr. Davitt and Mr. O'Brien and a dozen others before him—rehearses the outlines of the great struggle. Gladstone once more stepped into the breach and produced a second and more drastic Land Act—in evitable perhaps at the time, but whose net result was to throw all Ireland, North and South, into the cauldron of an unending, ever-renewed lawsuit to ascertain that impossible thing, the fixing of a "fair rent" for those who were being taught from a thousand platforms that the ultimate solution was to pay no rent at all.

Peace and Reconciliation. Naturally the humours of the fray do not escape the eye of Mr. Healy. He does not go so deeply into the internal struggle as does Mr. William O'Brien's biographer, nor do the figures of great Churchmen loom so largely as they do in the Life of Archbishop Walsh, to mention only two prominent recent books. But he affords a series of vivid, constantly moving pictures, alike of the events of the titanic struggle and of the men who took part in them. Farnell himself, that enigmatic figure who neglected and flouted all the duties and—according to Mr. Healy—all the deceptions of his position, and who yet led and ruled his party as never before was party led in our political history; Dillon, the "melancholy humbug," whose many sterling and attractive qualities were obscured and ruined by an overweening vanity and love of intrigue; Biggar, an uncouth figure, who seems to have gained more of Mr. Healy's real regard and affection than any of the others; and William O'Brien, the hero of unnumbered quarrels and reconciliations—all these move, and live before us once more. Finally we come to a blessed reconciliation, when Mr. Healy moves with the utmost self-possession from the turbulent stage of party conflict into the calm shade of the Viceroyal Lodge to act as guide, counsellor, and friend to a new generation that knows little either of the mighty issues and struggles of a past half-century or of the men who took part in them.

TURKEY'S DRUG MONOPOLY LAW.

FACTORIES ORDERED TO CLOSE DOWN.

(THROUGH REUTER'S AGENCY.)

CONSTANTINOPLE, Mar. 26. The Parliamentary Committee at Ankara has approved the proposed State monopolisation, manufacture, import and export of drugs. The Committee has ordered three drug factories here to liquidate their affairs within six months. It is expected that the Drug Monopolisation Law will be passed by the new Parliament at a meeting on May 5.

ARRIVALS.

March 28.

Genoa Maru, Japanese str., 6,784 tons, Capt. M. Mishima, from Japan, Kowloon Wharf.—N.Y.K.
Gofuku Maru, Japanese str., 1,494 tons, Capt. S. Miura, from Keelung, Yauwatt Anchorage.—Sato & Co.
Wing Lee, Portuguese str., 641 tons, Capt. Jose Antunes, from K. O. Wan, buoy No. B19.—Wo Hop & Co.

March 27.

Arden, Norwegian str., 1,101 tons, Capt. E. Kroger, from Bangkok, buoy No. B21.—K. Larsen & Co.
Asama Maru, Japanese m.s., 17,000 tons, Capt. G. Shimomiya, from Los Angeles, San Francisco, Honolulu, Yokohama, Kobe and Shanghai, Kowloon Wharf.—N.Y.K.
Chakam, British str., 1,470 tons, Capt. J. McAlister, from Canton, buoy No. B1.—J. M. & Co.
Eng Lee, Chinese str., 1,250 tons, Capt. Yamaji, from Canton, buoy No. C3.—Loong Tai Hong.
Ohio Maru, Japanese str., 4,254 tons, Capt. J. Mizokami, from Singapore, buoy No. A7.—N.Y.K.
President Taft, American str., 14,123 tons, Capt. R. A. Ahlin, from Seattle and Way ports, Kowloon No. 3 Pier.—A.M.L.
Rawalpindi, British str., 16,610 tons, Capt. R. H. Stringer, O.B.E., R.D., R.N.R., from Shanghai, Kowloon Wharf.—M. M. & Co.
Suovier, Belgian str., 3,154 tons, Captain F. Galkema, from Antwerp and Jeddah, Kowloon Wharf.—Bank Line.
Taiyuan, British str., 2,100 tons, Capt. R. Robertson, from Canton, buoy No. B14.—B. & S.
Ulrecht, Dutch str., 709 tons, Capt. J. H. Kop, from Roodch, North Point Wharf.—A.P.C.

CLEARANCES.

March 27.

Chipping, for Canton.
Dorcy, for Pakhoi.
Haining, for Swatow.
Genoa Maru, for Singapore.
Ohio Maru, for Kobe.
Rawalpindi, for Singapore.
Taiyuan, for Amoy.
Tijalak, for Swatow.
Ulrecht, for Swatow.

The R.M.S. Empress of Asia arrived at Kobe on March 26 at 2.30 p.m. left yesterday morning at 6 a.m. is due at Nagaaki this morning at 6 a.m. and leaves this afternoon at 3 p.m. The vessel is due here on Wednesday afternoon, April 1, and will berth at No. 3 Pier, Kowloon Wharf. She will sail for Manila at 5 p.m. on Thursday, April 2.

HAMBURG - AMERIKA LINE



FAIR EASTERN MAIL—FREIGHT—and PASSENGER SERVICE—between: JAPAN, CHINA, HONG KONG, PHILIPPINES, STRAITS SETTLEMENTS, COLOMBO AND EUROPE.

SAILINGS TO EUROPE.

VESSEL	DESTINATION	LEAVING HONG KONG
M.V. "KULMERLAND" (1)	Genoa, Rotterdam & Hamburg	31 Mar.
S.S. "OLDENBURG" (1)	Genoa, Rotterdam & Hamburg	12 Apr.
M.V. "BURGENLAND" (1)	Genoa, Barcelona, Rotterdam & Hamburg	25 Apr.
M.V. "VOGTLAND" (1)	Genoa, Marseilles, Rotterdam & Hamburg	9 May

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

VESSEL	FROM	DUE HONG KONG
M.V. "VOGTLAND" (1)	Genoa, Marseilles, Rotterdam & Hamburg	15 Apr.
M.V. "DUISBURG" (1)	Genoa, Rotterdam & Hamburg	28 Apr.
M.V. "RAVELAND" (1)	Genoa, Rotterdam & Hamburg	9 May

Subject to Alteration without Notice.

(1) Excellent Accommodation for Passengers, Qualified Surgeon carried. Fare from Hong Kong to Genoa from £70.0.0.

(2) Limited Passenger Accommodation, Qualified Surgeon carried.

For further particulars please apply to Agents—

JEBSEN & CO.

11, Pedder Street, Hong Kong. Tel. 28681.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION Co.'s
STEAMER "BAJPUTANA."

ARRIVED HONG KONG ON
25th MARCH, 1931.

FROM ANTWERP, LONDON, GIBRALTAR,
TAR, MARSEILLES, MALTA,
PORT SAID, ADEEN, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed
and placed at their risk in the Hong Kong
and Kowloon Wharves and Godowns
Company's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and Delivery can be
obtained as the Goods are landed.

Optional Goods will be landed here
unless Instructions have been given to
the contrary Six hours before arrival of
the Steamer.

Goods not cleared within 8 days,
including date of arrival, will be subject to
Rent.

No Fire Insurance will be effected by
us in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee, and the Company's Surveyors,
Messrs. GODDARD & DOUGLAS, at 10 a.m.
on Mondays and Thursdays, within the
Free Storage period.

All Claims against the Steamer must
be presented to the Underwriter on or
before 15th April, 1931, or they will
not be recognized.

No Claims will be admitted after the
Goods have left the Godowns.

MAKINNON, MAKENZIE & Co.,
Agents.

Hong Kong, 26th March, 1931. [530]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS.

LIMITED.

FROM LEITH, ANTWERP,
LONDON AND STRAITS.

The Steamship
"BENVOLICH."

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hong Kong and Kowloon Wharves and
Godowns Company, Ltd., whence, and/or
from the wharves Delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
31st instant will be subject to Rent.

All Claims against the Steamer must
be presented to the Underwriter on or
before the 14th April, 1931, or they will
not be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where
they will be examined on the 30th instant,
at 10 a.m., by Messrs. GODDARD &
DOUGLAS.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Ltd.,
Agents.

Hong Kong, 24th March, 1931. [519]

CONSIGNEE'S NOTICE.

THE BEN LINE STEAMERS.

LIMITED.

FROM MIDDLESBRO, LONDON
STRAITS AND MANILA.

The Steamship
"BENLOUVOH."

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hong Kong and Kowloon Wharves and
Godowns Company, Ltd., whence, and/or
from the wharves Delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
31st instant will be subject to Rent.

All Claims against the Steamer must
be presented to the Underwriter on or
before the 14th April, 1931, or they will
not be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where
they will be examined on the 30th
instant, at 10 a.m., by Messrs. GODDARD
& DOUGLAS.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Ltd.,
Agents.

Hong Kong, 24th March, 1931. [500]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

The Motor Vessel
"JAVANER PRINCE"

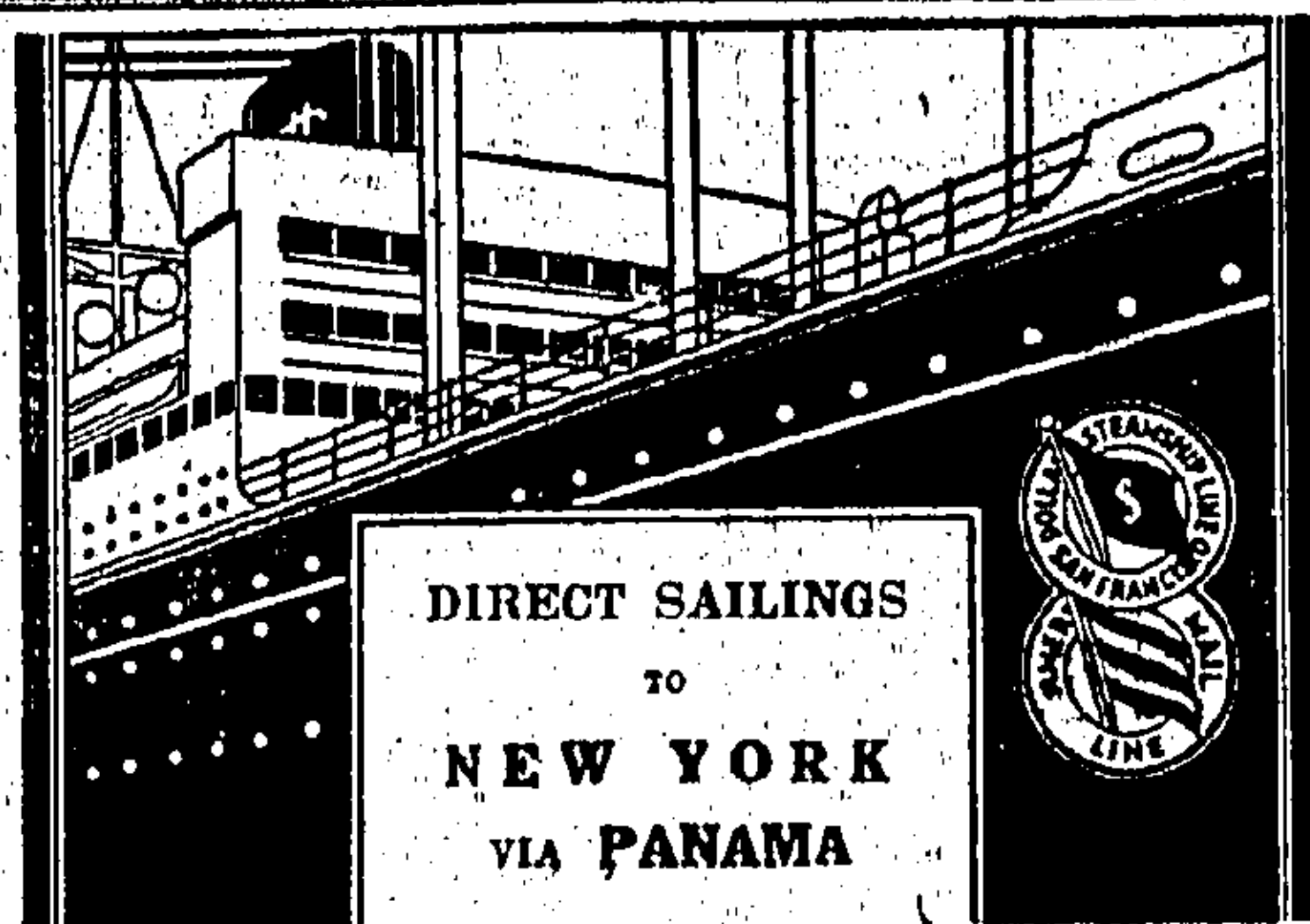
having arrived from the above Port on
26th instant, Consignees of Cargo are
hereby informed that their Goods are
being landed at their risk into the
hazardous and/or extra hazardous Godowns
of the Hong Kong and Kowloon Wharves
and Godowns Company, Limited,
Kowloon, and stored at Consignee's risk
and expense.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where
they will be examined on Wednesday,
1st April, 1931, at 10 a.m., by Messrs.
GODDARD & DOUGLAS, Hong Kong.

All Claims must be presented within
15 days of the Vessel's arrival here, after
which date they cannot be re-
cognized.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
2nd April, 1931, will be subject to
Rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Cantonment Road,
Hong Kong, 26th March, 1931. [527]



Weekly Trans-Pacific Service

To San Francisco, Los Angeles &
New York via Panama To Seattle and Victoria

The Sunshine Belt via Honolulu The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Sundays

Pres. Jackson ... Mar. 31, 8 a.m. Pres. Taft ... Apr. 5, 8 a.m.

Pres. McKinley ... Apr. 14 Pres. Jefferson ... Apr. 19

Pres. Grant ... Apr. 23 Pres. Lincoln ... May 3

£120, £112 Special through rates to Europe via

all Atlantic Lines. Choice of rail lines across United States

and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE

From Hong Kong to NANTZ ... £152. 5. 0d.

From Hong Kong to ... £181. 0. 0d.

From Hong Kong to ... £193. 15. 0d.

Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,

Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Taft ... Mar. 28 Pres. Jefferson ... Apr. 11

Pres. McKinley ... Apr. 7 Pres. Grant ... Apr. 21

Pres. Adams ... Apr. 19 Pres. Hayes ... May 17

DOLLAR STEAMSHIP LINES

AMERICAN MAIL LINE

CONSIGNEE NOTICES

NORDDEUTSCHER LLOYD.

BREMEN.

The Steamship
"FRANKEN"

having arrived from BREMEN, HAM-
BURG and PORT, Consignees of Cargo
are hereby notified that their Goods are
being landed at their risk into the
hazardous and/or extra-hazardous Go-
downs of the Hong Kong and Kowloon
Wharves and Godowns Co., Ltd., whence
Delivery can be obtained.

Consignees are further notified that
the Steamer "FRANKEN" has taken at
HAMBURG and BREMEN Through
Cargo for HONG KONG ex S.S.
"BOSS", S.S. "Nissa", S.S. "Kow"
S.S. "Rosa", S.S. "Eucora", and S.S.
"Svan" from OSLO, OSCARSBURG,
GOTHENBURG and HELSINKI.

All Goods remaining undelivered after
the 30th of March, 1931, will be
subject to Rent.

No Fire Insurance will be effected by
us in any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Con-
signee and the Company's Surveyors,
Messrs. GODDARD & DOUGLAS, at 10 a.m.,
on the 29th of March, 1931.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be presented within Two
Weeks of the Ship's arrival here, after
which date they will not be recognized.

Consignees are requested to surrender
their Bills of Lading to the Underwriter
for Countersignature.

MELOERS & CO.,
Agents,
NORDDEUTSCHER Lloyd, BREMEN.
Hong Kong, 23rd March, 1931. [512]

VEREENIGDE NEDERLANDS-
CHE SCHEEPVAART-
MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM,
HAMBURG, BREMEN, GENOA
AND COLOMBO.

THE Steamship

"LOSTKERK"

having arrived from the above Ports
Consignees of Cargo by her are notified
that all Goods are being landed at
their risk into the hazardous and/or
extra-hazardous Godowns of the China
Provision Loan & Mortgage Co., Ltd.,
whence and/or from the wharves Delivery
may be obtained.

Goods not cleared by the 2nd
April, 1931, will be subject to Rent.

All broken, chafed and damaged Pack-
ages are to be left in the Godowns, where
they will be examined on the 1st
April, 1931, at 10 a.m., by Messrs.
GODDARD & DOUGLAS, Hong Kong.

Claims against the Steamer must be
presented in writing within Ten days
after arrival of Steamer, otherwise they
will not be recognized.

No Fire Insurance will be effected by
the Underwriter in any case whatever.

Bills of Lading will be countersigned by
JAYA-CHINA-JAPAN LIJN,
General Agents.

Hong Kong, 26th March, 1931. [531]

NOTICE TO CONSIGNEES.

COMPAGNIE MARITIME BELGE.

(LLOYD ROYAL) SOCIETE

ANONYME.

FROM ANTWERP.

THE Steamship

"SUEVIER"

having arrived, Consignees of Cargo
by her are informed that all Goods are
being landed at their risk into the
hazardous and/or extra-hazardous Go-
downs of the Hong Kong and Kowloon
Wharves and Godowns Co., Ltd., whence
Delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after 3rd
April, 1931, will be subject to Rent.

All Claims against the Vessel must
be presented to the Underwriter on or
before 10th April, 1931, or they
will not be recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on 2nd April,
1931, at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
Agents.

Hong Kong, 27th March, 1931. [532]

CHINA HOMEWARD

CONFERENCE.

FREIGHT TARIFF No. 12.

DATED 1st JANUARY, 1931.

ADDENDUM No. 12.

AS From the 1st APRIL, 1931,

Rates of Freight on the under-

noted Commodities are Reduced to the

following:-

Col. 1. Col. 2.

Cases without roots—

per 112 lbs. ... 6/8 N. 7/3

Feathers in bales—

per 40 c. ft. ... 4/7 N. 5/2

Ginger in Cases—

per 40 c. ft. ... 4/7 N. 5/2

Ginger in Casks—

per 40 c. ft. ... 4/3 N. 4/7

Lard—

per 40 c. ft. ... 4/7 N. 0/2

Matting—

per 112 lbs. ... 6/8 N. 7/3

Rattan Corp—

per 40 c. ft. ... 4/3 N. 4/7

Seagrass—

per 40 c. ft. ... 3/8 N. 4/2

Hong Kong, 26th March, 1931. [534]

PASSENGERS

Arrivals.

The following passengers arrived

by s.s. President Taft—Miss Lotie

DAILY SHARE QUOTATIONS

HONG KONG STOCK

EXCHANGE

SHAREBROKERS' ASSOCIATION.

FRIDAY, MARCH 27.

Banks

H.K. Banks ... \$2,016 ... \$2,016

H. B. (London) ... \$2,016 ... \$2,016

Chartered Bank ... \$2,016 ... \$2,016

Mercantile Bank ... \$2,016 ... \$2,016

Do. "C" ... \$2,016 ... \$2,016

Bank of East Asia ... \$2,016 ... \$2,016

Insurance

Canton Insurance ... \$2,016 ... \$2,016

Underwriters ... \$2,016 ... \$2,016

North China ... \$2,016 ... \$2,016

Union Insurance ... \$2,016 ... \$2,016

Yantai Insurance ... \$2,016 ... \$2,016

China Fire ... \$2,016 ... \$2,016

H.K. Fire ... \$2,016 ... \$2,016

Shipping

Douglas ... \$2,016 ... \$2,016

Indos (pref) ... \$2,016 ... \$2,016

Do. (pref) ... \$2,016 ... \$2,016

Shell Transport ... \$2,016 ... \$2,016

Water-bus, qum, x ... \$2,016 ... \$2,016

Mining

Banquet ... \$2,016 ... \$2,016

Yankee Gold Field ... \$2,016 ... \$2,016

Railway ... \$2,016 ... \$2,016

Langkat (comb) ... \$2,016 ... \$2,016

Do. (single) ... \$2,016 ... \$2,016

Exploration ... \$2,016 ... \$2,016

Shanghai Loans ... \$2,016 ... \$2,016

Rails ... \$2,016 ... \$2,016

Trough Mines ... \$2,016 ... \$2,016

Docks, Wharves,

Godowns, etc.

H.K. & K. Wharves ... \$2,016 ... \$2,016

Providents (old) ... \$2,016 ... \$2,016

Do. (new) ... \$2,016 ... \$2,016

H.K. Docks ... \$2,016 ... \$2,016

South China ... \$2,016 ... \$2,016

New Engineering ... \$2,016 ... \$2,016

Hongkong ... \$2,016 ... \$2,016

Lands, Hotels, and

Buildings

H.K. & S. Hotels ... \$2,016 ... \$2,016

H.K. Lands ... \$2,016 ... \$2,016

H.K. Realty ... \$2,016 ... \$2,016

Humphreys, qum, r ... \$2,016 ... \$2,016

Do. rights ... \$2,016 ... \$2,016

Chinese Estates ... \$2,016 ... \$2,016

Cotton Mills

Erco ... \$2,016 ... \$2,016

Shal. Cottons ... \$2,016 ... \$2,016

Zong Sing ... \$2,016 ... \$2,016

Public Utilities

Tramways ... \$2,016 ... \$2,016

Peak Trams (old) ... \$2,016 ... \$2,016

Do. (new) ... \$2,016 ... \$2,016

Star Ferries ... \$2,016 ... \$2,016

China Lights ... \$2,016 ... \$2,016

H.K. Electric ... \$2,016 ... \$2,016

Macao do ... \$2,016 ... \$2,016

Sandakan Lights ... \$2,016 ... \$2,016

Telephone (fully pd) ... \$2,016 ... \$2,016

Do. (part pd) ... \$2,016 ... \$2,016

China Buses ... \$2,016 ... \$2,016

China Sing ... \$2,016 ... \$2,016

Traction ... \$2,016 ... \$2,016

Do. (prof) ... \$2,016 ... \$2,016

Industrials

Caldbeck, (ord) ... \$2,016 ... \$2,016

Macgregor (prof) ... \$2,016 ... \$2,016

Canton Loan ... \$2,016 ... \$2,016

Comments (comb) ... \$2,016 ... \$2,016

Do. (old) ... \$2,016 ... \$2,016

Do. (new) ... \$2,016 ... \$2,016

Ropes ... \$2,016 ... \$2,016

China Sing ... \$2,016 ... \$2,016

Malabon Sugars ... \$2,016 ... \$2,016

Miscellaneous

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SUOCHOW"	On 29th Mar.	9 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 30th Mar.	4 p.m.
SWATOW & HANGKOW	"KWANGTUNG"	On 30th Mar.	9 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUOCHOW"	On 31st Mar.	9 a.m.
AMOI & SHANGHAI	"TSHINAN"	On 1st Apr.	5 p.m.
SHAL, NEWKOW & DALNY	"CHENAN"	On 1st Apr.	5 p.m.
FOOCHOW, WEIHAIWEI, QINGDAO & TIENTSIN	"HUICHOW"	On 3rd Apr.	4 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 5th Apr.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 5th Apr.	9 a.m.
SWATOW & HANGKOW	"KAYING"	On 5th Apr.	Noon
SHAL, NEWKOW & DALNY	"TEAN"	On 6th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 7th Apr.	9 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 8th Apr.	5 p.m.
FOOCHOW, PAKHOI & HAIKONG	"KINGYUAN"	On 11th Apr.	Noon
SWATOW, WEIHAIWEI, QINGDAO & TIENTSIN	"KUEICHOW"	On 21st Apr.	8 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE,**
Telephone 30331.
Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SUNBURN)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STOVEWARES CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £70 RETURN.

LONDON (via Australia) from £133-15-0.

(Australasian Newspapers on file)

STEAMER	Des Hong Kong	Leave Hong Kong	Leave Manila	Des Sydney
CHANGTE	14th Apr.	21st Apr.	24th Apr.	10th May
TAIPING	12th May	19th May	22nd May	7th June
CHANGTE	12th June	19th June	22nd June	8th July
TAIPING	10th July	17th July	20th July	5th Aug.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "ANNAM"

on or about 3rd APRIL

For PORT SAID, MARSEILLES, ANTWERP,
ROTTERDAM, AMSTERDAM, HAMBURG,
COPENHAGEN AND OTHER SCANDINAVIAN
& BALTI PORTS.

SAILING LIST.

Other Sailings:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Annam"	—	3rd April
M.S. "Selandia"	—	18th April
M.S. "Danmark"	6th April	5th May
M.S. "Java"	28th April	28th May
M.S. "Asia"	28th May	28th June

Optional Bills of Lading issued to United Kingdom Ports
For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

MERCHANTS BANK BUILDING, Agents.

Telephone 24071.

PRINCE LINE

FREQUENT SERVICE

TO

**BOSTON AND
NEW YORK**

CALLING AT NAPLES

JAPANESE PRINCE ... April 9th
CHINESE PRINCE ... April 21st

Excellent Accommodation for a Limited Number of Passengers at
Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to:—

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain.)

King's Building.

Telephone: 23165.

Telegrams: Furnprince.

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YOU WON'T WRITE

So why not send your old mess-mate
a *Weekly Press* while he is away?
Let us have his Address, and send
us \$8.00 and we will send the
Hongkong Weekly Press and
China Overland Trade Report
to him.

FOR SIX MONTHS

Office: 11, Ice House Street.

SOUTH CHINA MOTOR-SHIPBUILDING & REPAIRING WORKS, LTD.

20 Kwa Wan—Kowloon Bay.
Telephone: 17701.
Works Manager: W. L. HANSON.
Telegrams: "SOUTHERN."

Installation and Repairs of
Diesel Engines and Motors,
for Marine and Stationary
a speciality.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	MARCH 26, 1931.										MARCH 27, 1931.									
	Hour	Barom.	Therm.	Wind	Humid.	Cloud	Visib.	State	Wind	Force	Hour	Barom.	Therm.	Wind	Humid.	Cloud	Visib.	State	Wind	Force
Wladivostok	12	29.93	760.8	35	N	3	0	6	30.06	763.5	26	...	W	2	0	...	...	...	...	...
Nemuro	11	29.98	761.5	...	SSE	2	...	5	29.63	762.5	...	...	N	1	...	...	...	...	...	...
Hakodate	...	29.90	759.5	...	ESE	1	...	...	29.80	757.0	...	...	N	1	...	...	...	...	...	...
Tokio	...	29.90	759.5	...	...	0	...	...	29.75	755.5	...	...	N	1	...	...	...	...	...	...
Kobe	...	29.86	758.5	...	...	0	...	...	29.94	760.5	...	...	N	1	...	...	...	...	...	...
Nagasaki	...	29.84	758.0	...	W	4	...	...	30.10	764.5	...	...	N	1	...	...	...	...	...	...
Kagoshima	...	29.84	758.0	...	SW	1	...	...	30.08	768.5	...	...	N	1	...	...	...	...	...	...
Oshima	...	29.92	760.0	...	SSW	1	...	...	30.08	763.5	...	...	N	1	...	...	...	...	...	...
Naha	...	29.96	761.0	...	S	2	...	...	30.06	763.5	...	...	N	1	...	...	...	...	...	...
Ishigakijima	...	29.98	761.5	...	SSE	1	...	...	30.10	764.5	...	...	NE	1	...	...	...	...	...	...
Bonin Island	...	30.10	764.5	...	...	0	...	...	30.04	768.0	...	...	SW	1	...	...	...	...	...	...
Cheloo	15	30.19	768.8	40	NW	8	b	6	30.20	767.1	34	...	SW	2	b	...	...	...	...	...
Shanghai	14	30.30	769.5	49	NNW	2	b	...	30.37	771.8	35	...	N	2	b	...	...	...	...	...
Gutzlaff	...	30.36	771.1	44	NNW	4	r	...	30.40	772.1	42	...	N	2	b	...	...	...	...	...
Wenchow	...	...	...	...	...	...	...	...	30.34	770.5	45	...	NNE	2	b	...	...	...	...	...
Foochow	...	30.04	763.0	66	NE	4	m	...	30.19	766.8	60	...	E	6	...	...	...	...	...	...
Amoy	...	29.94	760.5	72	SSE	4	b	...	30.12	765.0	58	...	ENE	6	...	...	...	...	...	...
Swatow	...	29.86	758.2	88	SW	1	...	...	30.04	763.0	60	...	ENE	6	...	...	...	...	...	...
Taihou	11	29.86	761.0	85	...	0	b	...	30.19	766.9	58	...	N	4	...	...	...	...	...	...
Taihu	...	29.97	761.2	85	...	0	r	...	30.04	763.0	59	...	N	4	...	...	...	...	...	...
Tainan	...	29.93	760.3	88	N	2	...	...	29.99	761.8	59	...	N	4	...	...	...	...	...	...
Koshu	...	29.93	760.0	86	NNW	2	b	...	29.99	761.8	58	...	NE	6	...	...	...	...	...	...
Pescadore	...	29.96	760.9	77	N	2	b	...	30.04	763.0	63	...	E	5	...	...	...	...	...	...
Hong Kong	14	29.91	759.0	77	E	1	cu	...	30.08	762.7	84	...	ENE	5	...	...	...	...	...	...
Gap Rock	...	29.93	760.2	72	ENE	3	...	...	30.00	762.0	73	...	ENE	5	...	...	...	...	...	...
Macao	...	29.89	759.3	85	ESE	2	...	...	30.02	762.4	68	...	ENE	2	...	...	...	...	...	...
Hoihow	...	29.89	757.4	86	SE	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pratas Island	...	29.89	760.3	89	...	0	m	...	30.01	762.3	72	...	NE	6	...	...	...	...	...	...
Phulien	15	29.85	758.1	81	SSE	4	b	...	29.94	760.4	72	...	E	6	...	...	...	...	...	...
Tourane	...	29.79	756.5	85	SE	2	b	...	29.89	759.3	76	...	SSE	2	b	...	...	...	...	...
Capo St. James	...	29.81	757.2	85	ENE	4	b	...	29.88	759.0	79	...	ENE	2	hc	...	...	...	...	...
Basco	14	29.87	758.6	88	W	2	d	...	...	...	...	...	...	...	...	...	...	...	...	...
Aparri	...	29.85	753.3	88	NNE	4	b	...	29.92	760.0	74	...	SW	2	p	...	...	...	...	...
Tuguegarao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vigan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Manila	...	29.83	757.6	94	WSW	2	b	...	29.88	759.0	74	...	...	...	...	...	...	...	...	...
Laguna	...	29.83	757.6	91	NE	4	b	...	29.88	758.9	73	...	N	2	b	...	...	...	...	...
Calbayog	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tacloban	...	29.84	767.9	91	NE	4	b	...	...	...	...	...	...	...	...	...	...	...	...	...
Boho	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cebu	...	29.91	757.3	88	NE	4	o	...	...	...	...	...	...	...	...	...	...	...	...	...
Surigao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Saipan	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.32	29.88	757.7	...	NE	4	b	4.22	29.88	758.5	...	...	NE	2	b	...	...	...	...	...
Yap	11.00	29.82	757.4	...	ENE	4	b	5	29.88	757.7	79	...	NE	2	c	...	...	...	...	...
Pelaw	...	...	...	...	...	...	...	...	29.88	757.4	78	...	SE	4	b	...	...	...	...	...
Labuan	14	29.80	756.9	90	N	4	b	6	...	...	...	...	...	...	...	...	...	...	...	...

March 27d. 10A. 40m.—The anticyclone has strengthened slightly and is central near Shanghai.
Fresh monsoon along the S.E. coast of China and over the N. China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1, 4.05 inches, against an average of 5.64 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 28.

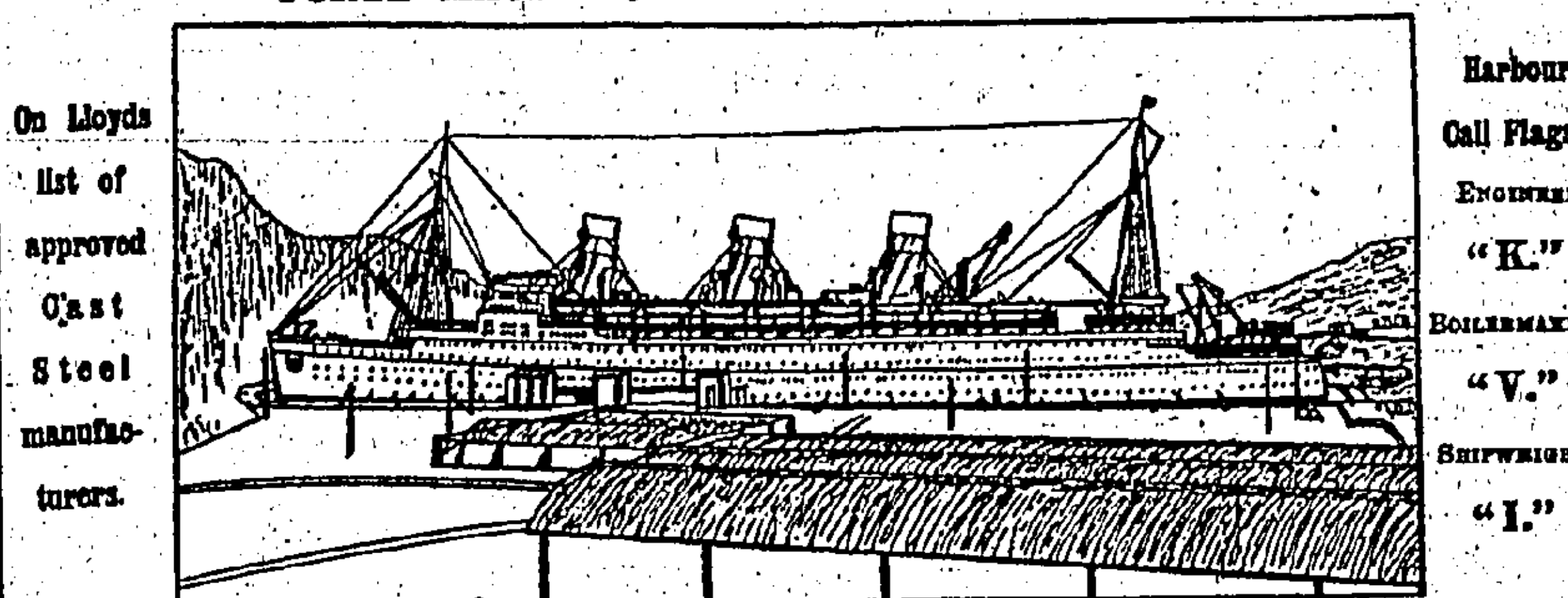
- 1.—Formosa Channel. ... N.E. winds, fresh; generally overcast some or mist.
- 2.—South coast of China between Hong Kong and Lamoocks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

T. F. CLAXTON, Director.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"CHAKSANG" "FOOSHING" "KWANGSANG" "HANGSANG"	Sun., 29th Mar., at 7 a.m. Wed., 1st Apr., at 7 a.m. Sun., 5th Apr., at 7 a.m. Wed., 8th Apr., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" "YUENSANG" "KUMSANG"	Tues., 7th Apr., at 3 p.m. Mon., 20th Apr., at 3 p.m. Fri., 30th Apr., at 3 p.m.
OSAKA via AMOI, SHAL & KOBE	"YUENSANG"	Tues., 31st Mar., at 7 a.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"KUMSANG"	Fri., 17th Apr., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"BUIKANG"	Satur., 25th Apr., at 7 a.m.
SANDAKAN	"MAUSANG" "HINSANG"	Wed., 8th Apr., at Noon Satur., 11th Apr., at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHIPSING" "CHEONGSHING"	Sun., 29th Mar., at 7 a.m. Sun., 12th Apr., at 7 a.m.

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AND RETURN

EMPRESS OF ASIA

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Arrive Manila... Saturday, April 4th

REMAIN TWO DAYS

Leave Manila... Sunday, April 5th
Arrive Hong Kong... Tuesday, April 7th

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Los Angeles, Mexico and Panama.

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CAIRO via Singapore, Penang & Bangkok.

SHANGHAI, KOBE & YOKOHAMA.

WAKASA MARU ... 1st April

HAKURAN MARU ... 3rd April

HARUNA MARU ... 17th April

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Shipping News Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 11,000 TONS;
THROUGH CARGO
22,000 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

Cargo for Through Ports

British H.K. Ports

Rajputana, Singapore 700 1,000

Rawalpindi, Shanghai 75 2,422

Javanese Prince, Shanghai 318 271

Aniung, Amoy 200 —

Kiungchow, Canton — 450

Chakang, Canton — 1,400

Chipsing, Weihaiwei 1,050 570

Helikon, Saigon 2,400 —

— 3,388 — 6,473

American

Wichita, Manila — 6,650

— — — 6,650

Norwegian

Arden, Bangkok 2,530 —

— 2,530 —

Portuguese

Wing Lee, Macao 400 —

— 400 —

Japanese

Genoa Maru, Shanghai 892 6,026

Gatoka Maru, Keelung 1,678 745

Singapore Maru, Swatow 53 663

— 2,633 — 7,439

Chinese

Feng Lee, Canton — 100

Mao Lee, Swatow 90 2,000

Cheung On, Shantou 30 —

— 50 — 2,100

Total 11,019 22,692

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

Arr. Dep.

British 0 7

American 1 1

Norwegian 1 3

Portuguese 1 0

Japanese 3 6

Chinese 4 1

French 0 1

Dutch 0 2

Total 19 21

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:-

Wharves:—Kowloon: Sulver,

Genoa Maru, Rawalpindi, Rajputana; O.S.K.: Canton Maru;

Douglas Lapraik: Haiching.

Docks:—Kowloon: Susana II,

Pronto, Prosper, Prominent, Wai-shing; Taikoo: Hanyang, Daviken;

Chusan; Cosmopolitan: Corato.

Buoys:—A1 Tjinegara, A3 Tokushima Maru, A5 Iyo Maru, A7 Obio Maru, A11 Wichita, B3 Kiungchow, B8 Kaitangata, B9 Kingyuan, B14 Taiyuan, B15 Antung, B17 Kwangtung, B18 Helikon, B19 Wing Lee, B20 Kueichow, B21

Arden, B22 Chipshing, B23 Tinhow, C2 Tetsusan Maru, C3 Feng Lee, C4 Mao Lee.

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Antung (British) Singapore, 100

Amoy — 100

Helikon (British) Saigon, 705

Tak Hing (Chinese) Antow, 81

Cheung On (Chinese) Shantou, 147

Total 1,033

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S.S. "CITY OF ATHENS" ... Havre, London, Rotterdam & Hamburg ... 16th May

S.S. "CITY OF BATAVIA" ... Havre, London, Rotterdam & Hamburg ... 17th June

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"RAWALPINDI" 16,818 26th Mar, Noon Marseilles and London.

"KALYAN" 9,716 28th Apr. Straits, Colombo & Bombay.

"KALYAN" 9,716 11th Apr. Straits, Colombo & Bombay.

"KALYAN" 9,716 28th Apr. Straits, Colombo & Bombay.

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"KALYAN" 9,716 28th Apr. Straits, Colombo & Bombay.

"KALYAN" 9,71

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CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: LONDON.

Paid-up Capital \$25,000,000

Reserve Fund \$24,000,000

Reserve Liability of Proprietors \$25,000,000

Agencies and Branches:

ALOR STAR, BANGKOK, BOMBAY, CALCUTTA, CANTON, CHONGKING, HANKOW, HONG KONG, KANTON, KOBÉ, LONDON, LYONS, MANILA, Peking, SHANGHAI, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 18th March, 1931. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

Princes Building, Chater Road, Victoria, Hong Kong.

Head Office: 74, Rue St. Lazare, Paris.

Capital, fully paid-up \$50,000,000

Special Working Capital \$50,000,000

Reserves \$2,319,000

Branches:

Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Pnom Penh, Peiping, Shanghai, Tientsin, Hong Kong.

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

London: Midland Bank Ltd.

New York: American Exchange.

Irving Trust Co., Banca Commerciale Italiana.

San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 1st July, 1929.

THE MERCHANTS BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital \$3,000,000

Subscribed Capital \$1,800,000

Paid-up Capital \$1,000,000

Reserve Fund and Rest \$1,648,508

Branches:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

Branches:

Batavia, Bencoolen, Borneo, Calcutta, Canton, Cebu, Hong Kong, Kanton, Kobe, London, Lyons, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Head Office: Amsterdam.

Branches: Batavia, Bencoolen, Borneo, Calcutta, Canton, Cebu, Hong Kong, Kanton, Kobe, London, Lyons, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

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Head Office: Amsterdam.

Branches: Batavia, Bencoolen, Borneo, Calcutta, Canton, Cebu, Hong Kong, Kanton, Kobe, London, Lyons, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 63, Broadway, New York.

Capital U.S. \$25,000,000

Surplus U.S. \$1,575,543

Reserves U.S. \$1,000,000

Branches:

Amsterdam, Antwerp, Athens, Barcelona, Beijing, Bombay, Calcutta, Canton, Cebu, Chicago, Hong Kong, Kanton, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending travellers the use of its "Travelers' Cheques," and Letters of Credit, and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with

THE CHASE NATIONAL BANK

Resources Over \$2,500,000,000

C. H. BENSON, General Manager.

Head Office: SINGAPORE.

Hong Kong Office: 15, QUEEN'S RD., C.

Authorized Capital \$20,000,000

Issued \$20,000,000

Paid-up \$20,000,000

Reserve Liabilities \$4,000,000

Shareholders \$4,000,000

Surplus \$2,500,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOL, Manager.

BANQUE DE L'INDO-CHINE.

Head Office: 99, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 75,000,000.00

Paid-up Capital Frs. 63,400,000.00

Reserve Fund Frs. 102,000,000.00

Branches:

Bangkok, Hong Kong, Kanton, Kobe, London, Lyons, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Head Office: Amsterdam.